

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0556
Our ref D3.2021.0556
Date 29th July 2021

FAO Adam Birkett

Dear Sir/Madam

Application no: **3/2021/0556**

Address: **74 Higher Road Longridge PR3 3SY and land to the rear**

Proposal: **Application for reserved matters consent (appearance, scale, landscaping and layout) pursuant to outline planning consent (ref 3/2016/1082) for the demolition of 74 Higher Road and construction of up to 123 houses on land to the rear.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a reserved matters application (appearance, landscaping, layout and scale) of approved outline application 3/2016/1082 for the erection of 123 dwellings at 74 Higher Road and the land to the rear, Longridge.

Phil Durnell

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Site Access

The site access has been determined under planning application 3/2016/1082.

Internal Layout

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 Lancashire County Councils guidance (available at: <https://www.lancashire.gov.uk/media/81452/EstateRoads.pdf>)

The LHA have studied MPSL Drawing Number 01 Rev P1, which details the site layout. While the proposals would not be considered to be unsafe, for the Local Highway Authority to accept a new internal road network it will need to be at an adoptable standard. Therefore, the LHA require the following amendments to be made and a revised plan submitted to the Local Planning Authority as part of this application, for further consideration by the LHA:

Carriageway Improvements

For the LHA to fully adopt the internal road layout, the carriageway needs to be a minimum of 5.5m throughout the site. The LHA are aware as expressed in the Design Statement, that the primary road will be 5.5m wide. However, the "secondary access streets" will be 4.8m wide. Therefore, the LHA require the carriageway width to be increased to 5.5m and advise the Applicant that the carriageway width should be symmetrical throughout the site and this should be shown on a revised plan.

The LHA also advise the Applicant that the surfacing of the entire road network should be black tarmac. While the LHA do accept red chippings, the LHA makes the Applicant aware that should a carriageway be surfaced in block paving, like the private, shared driveway as shown on the drawing, then the LHA are only able to adopt the private driveway should a commuted sum be agreed. As a result, the LHA advise the Applicant to prevent a commuted sum needing to be agreed that the private, shared driveway is surfaced in black tarmac.

Footway Improvements

The LHA require footway improvements to be shown on a revised drawing. This is because currently the footways are not at an adoptable standard.

Firstly, the LHA require the footway to be a minimum of 2m wide and located adjacent to the carriageway. However, in some cases like at Plots 4-11 and Plots 116-121, there is no footway and instead in its place are grass verges. Therefore, the LHA require the grass verges in these locations to be removed and replaced with a footway.

Not only this but the LHA advise the Applicant that the proposed verge and footway layout throughout the majority of the site may lead to a commuted sum for the Applicant. This is because due to budgetary constraints and long-term maintenance

costs, the LHA no longer consider adopting verges. The LHA advise the Applicant to redesign the footway layout, so that the footway is adjacent to the carriageway in a traditional layout without the verge, to remove any commuted sums encountered.

Removing the grass verge next to the carriageway will also eradicate vehicular visibility concerns associated with trees being located close to highway junctions. These trees could hamper vehicular visibility during the day to day operation of the road network and so need to be removed.

Retaining Wall

The retaining wall on Plot 01, as shown on the drawing, is close to the public footway. The LHA require the length of the retaining wall in this location to be shortened and a significant distance away from the public highway. This is because the LHA will be unwilling to maintain the retaining wall unless a Structural Agreement is agreed.

Speed Control Measures

While the LHA understands that the Applicant has proposed some speed control measures, as shown on the drawing, there are large, straight sections along the road network which do not have any speed control measures in place. Therefore, to ensure traffic does not exceed the speed limit in these locations, a form of speed control measures/ traffic calming need to be introduced to the entirety of the site.

Visibility splays

The LHA require vehicular visibility splays of 2m x 25m to be provided on a scaled drawing at the junctions along the highway network. This is to ensure that minimum vehicular visibility is possible in these locations.

Not only this but the LHA require vehicular visibility splay drawings to also be shown around the curves in the road to ensure that vehicles are able to view others where the gradient at the site, is at its steepest. These splays will also show that there is nothing obstructing vehicular visibility in these locations.

Swept Path Analysis

The LHA require the Applicant to provide a tracking drawing of a refuse vehicle visiting the site. This is because the LHA are concerned about the curves in the road which could lead to larger vehicles veering over to the opposite side of the carriageway. Therefore, the LHA require a drawing showing that a refuse vehicle can easily manoeuvre throughout the site.

The LHA also require the tracking drawing of the refuse vehicle to show that the turning heads provided are suitable. This is because the turning heads provided are particularly narrow should a large vehicle be using them and so need evidence in the guise of a tracking drawing to ensure they are suitable. The LHA advise that all turning heads have a 7.5m radius.

Topography of the site

Due to the gradient of the site, the LHA require further site sections. These site section should be of the two attenuation basins, as shown on the drawing.

Should the gradient in these locations be steeper than 1 in 2, then the LHA will require a Structural Agreement.

The LHA also require long sections of the gradient along the curve in the road close to Plots 71 and 72. The drawing should show the kerbs and the public highway.

A gradient of less than 1 in 12 is acceptable, with the maximum gradient the LHA accept is 1 in 10.

Furthermore, due to the gradient of the site, a Vehicular Restraint Assessment is required next to the attenuation basins as well to ensure that vehicles have a safe passage where the gradient is at its steepest.

Other items to consider

- The LHA advise the Applicant that the entirety of the site should be adopted, once at a suitable standard. This will abolish the need of private, driveway which serves Plots 91-99.
- Should the Applicant still want the area to remain private, the LHA require on a revised plan, bin collection points for Plots 91-99 to be shown. This is because refuse vehicles will be unable to entire the private area and so bin collection points are required. The LHA remind the Applicant that these bin collection points should not be located on the public footway.
- The LHA require clarification from the Applicant as to whether the footpath link to Hollin Hall Drive and the development associated under application reference 3/2015/0688 which was permitted for 195 dwellings, will be adopted by the LHA. The LHA advise the Applicant that bollards will be required to prevent vehicles from using the pedestrian link. Not only this but the hedge, which is shown on the drawing, is currently blocking the link to Hollin Hall Drive and the resulting development. Therefore, the hedge needs to be partially removed to allow for passage to and from the site. Furthermore, the LHA remind the Applicant that should the footpath be adopted, a Street Lighting Assessment will be required.
- The LHA also require clarification from the Applicant as to whether the footpath link between Plots 92-99 will be adopted. Should the area be adopted, a Street Lighting Assessment will be required. However, the LHA are concerned by reviewing the drawing that steps will be used along the footpath due to the gradient in the area. The LHA advise the Applicant that should steps be used on a public footpath then the LHA are unable to adopt the area due to health and safety concerns associated with the use of the steps.
- The LHA, again require further clarification, as to whether the cycle link onto Tan Lane and the Play Area will be adopted by the LHA. Should both areas be adopted, a Street Lighting Assessment will again be required.

Parking Provision

Further to a review of MPSL Drawing Number 01 Rev P1, the LHA understands that each dwelling are able to provide 2 car parking spaces on their own individual private drives. However, 24 of the 123 dwellings are a 4-bed property with the LHA requiring 3 car parking spaces for them to fully comply with the Joint Lancashire Structure Plan.

While the LHA, will allow for the shortfall in one car parking space for the House Type J, with these 12 4-bed dwellings being under a Shared Ownership agreement. The LHA will require the other 12 dwellings to provide an additional car parking space to comply with the LHAs guidance. This is because these dwellings once completed will be placed on the open market meaning that car ownership for these occupants is likely to be high. Therefore, the LHA require an additional space to be added which should be shown on a revised plan.

On the revised plan, the LHA also require each dwelling to provide its own electrical vehicle charging point which can be operated on the driveway. The LHA also require each dwelling to provide a secure, covered cycle parking area which could be provided in the guise of a shed.

Conclusion

The LHA require a revised plan showing that the site is at an adoptable standard and that the comments above have been taken on board. The LHA advise the Applicant that even if the site remains private, the site needs to be at an adoptable standard before the LHA can advise approval. Therefore, it is in the Applicants best interest to eradicate these concerns.

Yours faithfully

Ryan Derbyshire
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Highways and Transport
Lancashire County Council