

Ribble Valley Borough Council
Housing & Development Control

Tel 0300 123 6780
Email developeras@lancashire.gov.uk

Your ref 3/2021/0556
Our ref D3.2021.0556
Date 17th March 2022

FAO Nicola Hopkins

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 re-consultation for 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

Director of highways and Transport
Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD
www.lancashire.gov.uk

The LHA previously responded to the application on 29th July 2021, requesting further amendments to be made to the internal layout to meet the LHAs adoptable standards.

Since then, the Agent has submitted MPSL drawing number 01 Rev P5 titled "Proposed Site Layout." This will be reviewed below along with all the other amendments to the plans which can be viewed on the Local Planning Authorities (LPAs) website.

Site Access

The site access has been determined under planning application 3/2016/1082. Therefore, the LHA have no comments to make regarding the site access.

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 P5, 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 and Footway

The LHA have reviewed the drawing and are aware that the carriageway and footway width throughout the site complies with the LHAs minimum guidance.

However, to further support the width of the carriageway, the LHA require a swept path analysis drawing to be submitted to the LHA, showing that the carriageway is usable for large, refuse vehicles.

The swept path drawing should also show refuse vehicles using the turning heads which are provided at the site.

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 for the entirety of the site.

The LHA reminds the Applicant that the distance between each speed control measure should not exceed 80m.

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.

Topography of the site

Due to the gradient of the site, the LHA require a Vehicular Restraint Assessment is submitted to the LHA where the carriageway abuts the attenuation basins. This is to ensure that vehicles have a safe passage where the gradient is at its steepest.

Parking

The LHA have reviewed MPSL Drawing Number 01 Rev P5 and have concerns regarding a number of Plots.

The first is concerning Plots 15-21. These plots can provide 2 car parking spaces each but for the 4-bed dwelling to comply with the LHAs parking guidance found in the Joint Lancashire Structure Plan, the LHA require 3 spaces to be provided. Therefore, to ensure that inappropriate parking does not occur on the adopted highway, the LHA require the minimum guidance is followed for these Plots.

Furthermore, Plots 36-37, 57-60 and 108-109 also all have a shortfall of one space at the 4 bed dwellings. Therefore, to ensure that the dwellings can provide the minimum guidance for the Plots, an additional car parking space on the driveway is required.

The LHA have also reviewed MPSL drawing number 03 Rev A titled "Boundary Treatment Layout" and require the fence at the Play Area which is in Plot 11s visibility splays to be lowered to 0.9m. This is to ensure that any vehicles using Plot 11s driveway are able to clearly view the carriageway ahead.

Grass Verges

The LHA have reviewed Pegasus Design drawing number P21-1399_001 REV: B titled " Plot Landscape Detail Planting Specification Sheet 1 of 3; 2 of 3; and 3 of 3" and are aware that grass verges and trees will be planted at the back of the footway throughout the site.

The LHA require further information as to who will maintain this area with the LHA currently unable to adopt grass verges. If a private management company is going to maintain the area, the LHA can condition this at a later stage.

Other items to consider

The LHA require further clarification from the Applicant as to whether the footpath link between Plots 92-99; the cycle link onto Tan Lane; the Play Area; and 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. Should the areas be adopted, a Street Lighting Assessment will be required.

The LHA also advise the Applicant that the footpath link to Hollin Hall Drive will need to have bollards on the link to prevent vehicles from using it. 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.

Conclusion

The LHA require a revised plan is submitted showing that the site is at an adoptable standard and that the comments above have been taken on board.

Yours faithfully

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