

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2022/0399
Our ref D3.2022.0399
Date 25th May 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0399**

Address: **Land off Clough Bank Lane Chatburn BB7 4AW**

Proposal: **Proposed erection of two new dwellings and garages. Resubmission of approved application 3/2018/0407 to incorporate site redesign.**

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

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority 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, capacity or amenity 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 erection of two new dwellings and garages at the land off Clough Bank Lane Chatburn.

The LHA are aware that the application is a resubmission of application reference 3/2018/0407 which was permitted by the Local Planning Authority (LPA) on 18th July 2018.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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The LHA are also aware of the other most recent planning history at the site with it being listed below:

3/2014/1089- Proposed erection of 2 new dwellings and detached garage. Permitted 14/07/2015.

3/2011/1052- Proposed erection of 2no. new dwellings and detached garage. Permitted 25/05/2012.

Site Access

The LHA are aware that the site will continue to be accessed off Clough Bank Lane, which is a private, unadopted track used to serve a number of dwellings. Clough Bank Lane's connection to the public highway is via Sawley Road, which is a C classified road subject to a 20mph speed limit.

Given that the LHA have had no objection to the use of the site access from Clough Bank Lane previously, as shown in the highway comments for application references 3/2018/0407, 3/2014/1089 and 3/2011/1052, the LHA have no objection but will condition that the junction between Clough Bank Lane and Sawley Road is resurfaced for a minimum distance of 5m behind the highway boundary.

Internal Layout

Internally, as shown on Read Design drawing number 137-03 titled "Proposed Site Plan," each dwelling will have its own private, access which will be gated.

Plot 2 will use the existing access which is used to access the vacant land from Clough Bank Lane, while Plot 1 will use a new access from the private track which will be erected following the proposal.

While the LHA advise that the access gates are setback 5m behind the access track and that the boundary walls within the access's visibility splays are lower than 1m, the LHA have no objection to the proposal.

The LHA have further reviewed Read Design drawing number 137-03 titled "Proposed Site Plan," and it's worth noting that the parking arrangements found at each dwelling complies with the parking guidance found in the Joint Lancashire Structure Plan.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. The development hereby permitted shall not be occupied until such time as the junction between Clough Bank Lane and Sawley Road has been resurfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Read Design drawing number 137-03. 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).

Yours faithfully

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