

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2022/0500  
Our ref D3.2022.0500  
Date 16<sup>th</sup> June 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0500**

Address: **Land to the south of Chatburn Old Road Chatburn**

Proposal: **Technical Details Consent for residential development of upto 9 dwellings following Permission in Principle application 3/2018/0582 and appeal APP/T2350/W/19/3223816.**

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 an application for the erection of 9 dwellings at the land to the south of Chatburn Old Road, Chatburn.

The LHA are aware that the application is for technical details consent following Permission in Principle application 3/2018/0582, which was refused by the Local Planning Authority on 7<sup>th</sup> September 2018.

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#### **Phil Durnell**

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Consequently, an appeal by the Applicant was made to the Planning Inspectorate, hence appeal reference APP/T2350/W/19/3223816, which allowed the application to have a Permission in Principle.

### **Site Access**

The LHA are aware that the site will be accessed off Chatburn Old Road which is an unclassified road subject to a 30mph speed limit.

The LHA have reviewed Stanton Andrews drawing number PL30 Rev A titled "Proposed Site Plan" and are aware that the proposed access will have a kerb radii of 6m and 9m. To ensure the kerb radii is adequate for refuse vehicles a swept path analysis drawing is required showing the refuse vehicle entering and exiting the site.

The swept path analysis drawing will also allow the LHA to assess whether the access width is adequate for two-movements to occur when a large vehicle is using the access.

Furthermore, the LHA require a drawing showing that the access can provide visibility splays of 2.4m x 43m to the right of the access. Usually, the LHA would require the visibility splays to show 2.4m x 43m in both directions, but the LHA are aware that the highway ends approximately 35m to the left of the access. Therefore, the LHA will accept the maximum visibility the access can provide to the left of the access.

### **Off-Site Highway Improvements**

Should the proposal be permitted once the further information requested in these comments is acceptable, the LHA will require a number of Off-Site Highway improvements to be made, all at the cost of the Applicant, as identified during the pre-application stage.

The LHA will request that a number of Traffic Regulation Orders (TRO) are provided at the junction between Crow Trees Brow and Ribble Lane; junction between Ribble Lane and Chatburn Old Road; and along Chatburn Old Road.

The LHA inform the reader that these requirements are subject to change, following agreements with the LHAs Traffics team and following a public consultation where the locations of these TROs will be identified. But these requests are required for highway safety reasons.

### **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 the LHAs guidance.

The LHA have studied Stanton Andrews drawing number PL30 Rev A titled "Proposed Site Plan", which details the full site layout and deem the internal layout not to be at an adoptable standard. This is because of the following, which will be discussed below.

### **Internal Carriageway**

The LHA require the carriageway throughout the site to measure 5.5m wide and have 2m wide footways either side. This should be consistent throughout the site and the width of the footways are important given that the footways will be used for Public Footpath 3-11-FP1 which will be discussed below.

To ensure that the minimum width of the carriageway and the layout is adequate, a swept path analysis drawing showing a refuse vehicle using the internal layout is required. The drawing should also show how the refuse vehicle will use the turning head to exit the site in a forward gear.

Furthermore, to enable speeds along the internal road to not exceed 20mph, the LHA will require some form of traffic calming, for example speed tables to be used. The distance between each speed calming feature should not exceed 80m.

### **Drainage**

The LHA require confirmation as to whether the highway drainage outfalls to the United Utilities Sewer. Should this be the case, the LHA will accept the drainage strategy.

### **Grass Verges**

The LHA have reviewed Stanton Andrews drawing number PL30 Rev A titled "Proposed Site Plan" and are aware that there are grass verges at the back of the footway.

The LHA advise the Applicant and Agent that the LHA will not adopt these areas and that should an application be forthcoming and approved, a private management company is required to maintain the area. But this can be conditioned at a later date, when the application is ready for approval by the LHA.

### **Private, Access Track serving Plots 8 and 9**

The LHA require the private access track serving Plots 8 and 9 to provide an access track measuring a minimum of 4.25m wide for the duration of its length. The track should also be adequately surfaced.

The LHA also advise the Applicant that a bin collection point for the Plots is required. This should be located outside of the junction's visibility splays and only be used during bin collection days due to refuse vehicles unable to access private tracks.

### **Parking**

The LHA are aware that the proposed quantity of car parking spaces complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

However, the LHA require amendments to be made to Plots 3 and 6 driveways. This is because should two car parking spaces be provided on the driveway, the width of the two combined spaces should measure a minimum of 5.3m given that one of the spaces is bound by the dwelling.

The amendment should be shown on a revised plan.

### **Sustainable Transport**

The LHA are aware that the site's closest bus stop is located along Ribble Lane, which is approximately 295m away from the sites access. The bus stop serves hourly services to Clitheroe, Nelson and other smaller settlements including Waddington, West Bradford, Grindleton, Downham, Newchurch.

The site is also located within close proximity to local shops and other amenities. To access these amenities, the occupants can walk along Chatburn Old Road or use Public Footpath 3-11-FP1, which runs through the site and provides access to Crow Tree Brow.

The LHA will require the Public Footpath to be adequately surfaced throughout the site and will require a diversion order to be agreed with the LHAs Public Right of Way team, prior to the commencement of the development.

### **Conclusion**

The LHA require further information before the LHA can fully assess the application.  
Yours faithfully

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