

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2022/0500  
Our ref D3.2022.0500  
Date 6<sup>th</sup> September 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 a re-consultation for the erection of 9 dwellings at the land to the south of Chatburn Old Road, Chatburn.

The LHA previously responded to the application on 16th June 2022 requesting further information regarding the site access and the internal layout of the site.

Since then, the Agents have a submitted a Technical Note provided by DTPC and two amended plans, DTPC drawing number J1050 access and prow fig1 titled

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"Phase 2 layout" and Stanton Andrews drawing number PL30 Rev C titled "Proposed Site Plan." These drawings with all the other supporting documents will be reviewed below.

In any case, 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 (LPA) on 7<sup>th</sup> September 2018.

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 C titled "Proposed Site Plan" and are aware that the proposed access will have kerb radii's of 6m and 8m, while the access width will be approximately 8.6m wide which reduces to 4.8m at a distance of 8.5m from the public highway. At the access, the site will also provide 2m wide footways on either side.

To support the width of the access, in the Technical Note provided by DTPC, the Consultant has provided swept path analysis drawings of two-way movements occurring between two large cars entering and exiting the site simultaneously, as well as HGVs entering and exiting the site.

The LHA have reviewed the drawings in the Technical Note and require the access width to be extended. This is because as shown on the first swept path drawing, provided in the Technical Note on page 2, which shows two vehicles entering and exiting the site simultaneously, the bodies of the two vehicles are extremely close together. Therefore, the LHA are concerned that conflicts could potentially occur when two-way movements occur at the access.

Furthermore, the wheels of the vehicle entering the site, as shown on the drawing, are extremely close to the edge of the footway. Therefore, the LHA determine that the access width could benefit by being extended further to enable the turning movement to occur into the site without incident.

The LHA have also reviewed the swept path which shows an HGV exiting and a vehicle entering the site and are aware that the wheels of both vehicles when undertaking the turning movement into or out of the site are adjacent to each other. This could cause a conflict between the two vehicles to occur should this two-way movement be occurring.

As a result of these concerns, the LHA require on a revised plan the access to be extended and the kerb radii to be increased to 10m on both sides of the access to help with the turning movements of vehicles into and out of the site.

The LHA suggest that the access is widened by a minimum of 0.5m and the LHA will accept that the access is extended by reducing the width of the footway to the right of the access.

To ensure that the amended width and the kerb radii of the access is acceptable, the LHA will require a revised swept path drawing to be provided. The swept path should also show the refuse vehicle using the spine road into and out of the site to ensure the width of the internal carriageway is adequate.

The LHA also require the adopted highway, Chatburn Old Road, is widened by a further 0.5m between the proposed site access and number 8 Hare Hill Croft. This is because as shown on the swept path drawings of the HGV exiting the site, the swept path overlaps the grass verge at the back of the carriageway. Therefore, to ensure that large vehicles can turn out of the site without overlapping the grass verge, the adopted highway should be widened.

To further support the creation of the site access, the LHA require a site section drawing to ensure that the gradient does not exceed 1 in 12 and the footways provided at the access do not exceed 1 in 20 to comply with the LHAs guidance. These rules should be applied throughout the site and long sections of the internal carriageway should also be provided to ensure that they comply with the LHAs guidance.

For information the LHA will accept a gradient of 1 in 3 where the embankment is located at the back of the footway to the left of the site. However, the LHA will require a Structural Agreement between the LHA to be agreed with some form of retaining structure or reinforced embankment likely to be required if the gradient is 1 in 3.

In any case, the LHA have reviewed DTPC drawing number J1050 access and prowl fig1 titled "Phase 2 layout" and are aware that vehicular visibility splays of 2.4m x 43m to the right and 2.4m x 36m to the left of the access can be provided.

The LHA are aware that the visibility splay to the left of the access does not comply with the LHAs guidance. However, the LHA will accept the shortfall due to Chatburn Old Road terminating at this distance. Therefore, the LHA have no further comments to make regarding the visibility splays.

### **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.

The LHA will also require Chatburn Old Road to be widened by a further 0.5m between the proposed site access and number 8 Hare Hill Croft, to enable large vehicles to turn out of the site without overlapping the existing grass verge provided at the back of the adopted carriageway, as mentioned above.

Finally, the LHA will further request that the streetlights along Chatburn Old Road are extended to incorporate the site. Extending the streetlight scene is particularly important in this location, due to the adopted highway having no footways. Therefore, to enable all road users to identify each other during night-time hours and for pure safety reasons, streetlights should be provided.

The LHA are aware that this can be conditioned at a later date.

### **Internal Layout**

The LHA are aware that the site will not be adopted by the LHA and will remain private. The LHA in later responses, will condition that a private management company maintains the site.

In any case, the LHA have studied Stanton Andrews drawing number PL30 Rev C titled "Proposed Site Plan", which details the full site layout and require further amendments to be made to make the internal layout safe. This is because of the following, which will be discussed below.

### **Internal Carriageway**

Even though the site will not be adopted, the LHA still require the spine road of the internal carriageway to be 5.5m wide. The LHA will accept that the footway to the right of the access which measures 1.3m wide can be reduced to 0.5m to enable the carriageway to be widened to the required width, granted that the other footway remains 2m wide to serve the dwellings and Public Footpath 3-11-FP1.

The LHA will, however, accept the junction which serves Plot 2-7 to remain 4.8m wide with 1.8m wide footways either side.

The LHA also require the turning head provided adjacent to Plot 2 to be amended. This is because as shown on Stanton Andrews drawing number PL30 Rev C titled "Proposed Site Plan," a swept path of an HGV using the turning head is shown. The concern that the LHA have is when the HGV is using the turning head the body of the HGV overlaps the footway adjacent to Plot 2 when attempting to exit the site in a forward gear. The wheels of the HGV in this location are also extremely close to the footway. Therefore, the LHA require the turning head to be extended in size and that an amended swept path of a refuse vehicle this time, is provided to ensure that the size of the turning head is adequate.

The swept path drawing, as mentioned in the Site Access section, should also show the refuse vehicle using the full internal layout to ensure that the internal carriageway is adequate for its use.

### **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.

### **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. The LHA have also reviewed the lengths and the widths of the driveways, and they comply with the LHAs guidance.

### **Boundary Treatment Plan**

The LHA also require a boundary treatment drawing to be submitted. This is because the LHA are aware that the embankment to the left of the access may require a retaining wall feature to be erected due to the level difference of the internal carriageway and the embankment. Therefore, the LHA require further information as to whether a retaining structure will be erected in this location.

Should this be the case, a site section drawing of the embankment, retaining wall and the carriageway should be submitted to ensure that the gradient does not exceed 1 in 3, as mentioned in the Site Access section.

For information, any retaining structures adjacent to the highway, retaining land, will need a Structural Agreement if they exceed 1.3m in height. All structures retaining the highway itself will also need an agreement

### **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.

The LHA have consulted the LHAs Public Right of Way team regarding the planned diversion, which is shown on DTPC drawing number J1050 access and prowl fig1 titled "Phase 2 layout" and they will respond in due course.

**Conclusion**

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

Yours faithfully

**Ryan Derbyshire**  
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Highways and Transport  
Lancashire County Council