

Development Control
Ribbles Valley Borough Council

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Your ref: 22.0568
Our ref: D3.22.0568
Date: 23rd August 2022

App no: 22.0568

Address: Land to rear of Malt Kiln House Malt Kiln Brow Chipping

Proposal: Four new, two-storey residential dwellings

The submitted documents and plans have been reviewed, including Hodson Homes Design, Access and Environment Statement, 'Proposed site plan' MKB/P01 Rev A, 'Proposed site section' MKB/P02 Rev A, 'Traffic Management Plan' MKB/P03 Rev A,

History

Application reference 2014/0183 was approved at appeal in outline for 4 x detached dwellings on land known as parcel 4 with access on Malt Kiln Brow. Reserved matters application reference 2019/0132 was approved and subsequent condition discharges.

Construction traffic

A drawing is submitted titled 'Traffic Management Plan' which shows a compound, storage area and wheel wash on site. Access for construction vehicles is shown entering from Malt Kiln Brow (previously approved access), and exiting onto Fish House Lane, opposite Mills Way via a new access. In addition, an operative car parking area needs to be shown on the drawing.

It is noted that the new access on Fish House Lane is proposed as the permanent access to serve the development and the access on Malt Kiln Brow will be closed following construction and reinstated to verge.

Further information is requested below to demonstrate the suitability of the new access for both construction and development traffic.

Site access

The proposed new access on Fish House Lane requires additional information to determine its suitability including visibility splays and approval in principle to culvert the watercourse from the Lancashire County Council Flood Risk Team.

Phil Durnell

Director of Highways and Transport
Lancashire County Council · PO Box 100 · County Hall · Preston · PR1 0LD

Fish House Lane is subject to a national speed limit at this location and visibility splays of X2.4m by Y215m are required. However, it is likely that vehicles will be travelling lower than the speed limit owing to the layout of the highway in the vicinity of the site. The visibility splays at the junction of Mills Way (opposite the proposed site access) are provided at X2.4m by Y43m which is considered suitable for a 30mph speed limit and should be reflected at this access. The splays appear to be achievable over land controlled by the applicant and/or the adopted highway. An amended drawing should be submitted to show the splays.

Approval in principle for the culverting of the watercourse is required to ensure that the access is feasible.

A detailed design showing the changes to the ground levels at and adjacent to the new site access and the removal of the section of Lancashire County Council owned retaining wall. A vehicle restraint system may be required and an assessment will be requested at condition discharge stage.

The width of the carriageway at the proposed site access measures approximately 4.50m which needs to be increased to at least 5m with a 2m footway on both sides around the radii and onto Fish House Lane to allow pedestrians to cross onto the opposite footway at the junction of Mills Way. Mills Way provides a link for pedestrians to the village centre, park and school to avoid Fish House and Church Raiké which lack separate footways. A swept path analysis should be submitted to show that a fire tender can enter the site access, turn and exit in forward gear onto Fish House Lane.

It is noted that the refuse vehicle will need to stop on Fish House Lane to collect waste and there is an additional area of hardstanding provided adjacent to the site access to allow residents to store their receptacles on refuse collection days.

There are some benefits to highway safety for the use of this access rather than the previously approved access on Malt Kiln Brow because it precludes the use of the junction of Church Raiké and Malt Kiln Brow which has poor visibility due to the acute angle of the junction.

Internal layout

The internal road layout and associated infrastructure including surface water drainage and street lighting should be provided to adoptable standards and details should be submitted by condition, should the application be approved. Due to the development size being below 6 dwellings, the infrastructure will not be adopted by Lancashire County Council and will be privately maintained and details of a private management company will be requested to be submitted by condition.

Parking

The proposed 5 bedroom dwellings will require 3 off-street car parking spaces, a secure cycle store and electric vehicle charging point.

Plots 1 and 4 have detached double garages, measuring internally 6.428m square which is suitable for 2 vehicles and cycles.

Plots 2 and 3 have integral single garages, measuring 3m x 6m which is suitable for 1 vehicle and cycles.

All plots also have external driveway parking and are considered to be in accordance with the parking standards. Electric vehicle charging points are requested.

Conclusion

An amended layout and additional information are requested to demonstrate the suitability of the site access as detailed above, including visibility splays, swept path analysis and AIP for culverting of watercourse.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk