

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2022/0966
Our ref: D3.2022.0966
Date: 15th December 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0966**

Address: **Crow Trees Farm Crow Trees Brow Chatburn BB7 4AA**

Proposal: **Proposed erection of 39 residential units with access, parking and landscaping. Conversion and extension of former dairy outbuilding to residential unit and refurbishment/modernisation of Crow Trees Farmhouse including reconfiguration, rooflights, side window and extension of two outbuildings to form garages.**

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 proposed erection of 39 affordable dwellings, the refurbishment of an existing farmhouse and the conversion of a former dairy building for residential use at Crow Trees Farm, Crow Trees Brow, Chatburn.

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



The LHA are aware the Local Planning Authority (LPA) have consulted the LHA on application reference 3/2022/0966, which is an application for listed consent to refurbish the existing farmhouse and convert the existing outbuildings to form garages. The LHA will respond to that application within this response for ease.

Site Access

The LHA are aware that the site will be accessed off Crow Tress Brow which is a C classified road subject to a 30mph speed limit.

The LHA have reviewed LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout" and are aware that the site will utilise two existing accesses to serve the proposal.

The access which will be reviewed first, is the one which currently serves the 2 dwellings which are located to the south of the railway track. The access, following the proposal, will be upgraded and used to serve the proposed 39 dwellings as well as the 2 existing dwellings.

The LHA have reviewed the first access, as shown on LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," and are aware that the access will be a minimum of 5.5m wide with a 6m kerb radii and 2m wide footways either side.

However, the LHA have reviewed the swept path drawing provided by Mode drawing number J32-6615-PS-002 titled "Vehicle Tracking" and are aware that the dimensions of the refuse vehicle used in the tracking, does not comply with the LHAs guidance which requires a refuse vehicle to be 11m in length to be tracked. This is because the standard size of refuse vehicle which serves Ribble Valley Borough Council are 11m in length, while the vehicle used in this tracking drawing is only 9.2m in length. Therefore, to ensure that the access width is adequate a tracking drawing using a refuse vehicle which measures 11m in length should be submitted to support the application.

In any case, even though the tracking drawing does not comply with the LHAs guidance, the LHA have reviewed the drawing which shows the 9.2m long vehicle using the site access. The LHA have found that the wheels of the tracked vehicle where extremely close to the footway when entering and exiting the site. Therefore, the LHA require given that the tracking drawing does not use the correct dimensions for a refuse vehicle that the access and kerb radii is widened.

The LHA are unable to assess or advise how wide the access is required to be, until a tracking drawing showing a 11m long refuse vehicle entering and exiting the site is submitted.

To further support the intensification of use of the access which will serve the 39 dwellings, the Agent has conducted an ATC survey between 1st July - 7th July 2022 within the vicinity of the site. The speed survey found that Crow Trees Brow experienced 85th percentile speeds of 38.5mph northbound and 39.6mph southbound. As a result of these speeds, the LHA require minimum visibility splays of 2.4m x 64m to the north and 61m to the south of the access to comply with the LHAs guidance.



Consequently, the Agent has provided LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," which shows that the site can provide visibility splays of 2.4m x 63m to the north and 2.4m x 61m to the south of the access.

However, while the splay to the south of the access complies with the LHAs guidance, the splay to the north doesn't with there a shortfall of 1m. Despite the shortfall, the LHA will accept the shortfall in visibility with it being minimal.

As shown on LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," the LHA have also reviewed the other access which currently serves Crow Trees Farm and the surrounding outbuildings. Following the proposal, the access will continue to serve the farmhouse associated with the farm which will be refurbished, and an additional dwelling will be created following the conversion of the dairy building.

The LHA have reviewed the access which will remain unaltered following the proposal and have no comments to make, with the access being existing and all farm operations ceasing following the application.

Trip Generation

The LHA have reviewed the Transport Statement provided by Mode and understands that the Transport Consultant has undertaken a TRICS assessment. A TRICS assessment helps demonstrate the approximate level of trips the proposed development as a whole could generate.

The results have been verified by the LHA and have been replicated below and its worth noting that the table does not include the trips for the farmhouse and the converted dairy building.

Land Use: Houses Privately Owned	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate per Unit- Houses Privately Owned	0.141	0.397	0.538	0.365	0.160	0.525
Total Trip Generation for 39 units	5	16	21	14	6	20

Table 1: Proposed Overall Development Trip Rates

The proposed development could generate approximately 41 two-way car trips in the peak hours. The LHA deem that the proposed development will not have a severe impact on the local highway network.



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 reviewed LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," and have the following comments to make which can be seen below:

Internal Carriageway

The LHA have reviewed LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," and are aware that the internal carriageway will be 5.5m wide. However, to ensure that the width of the internal carriageway is suitable a swept path analysis of a refuse vehicle which measures 11m in length is required.

The LHA also require the speed hump traffic strips to be removed and replaced by road humps which comply with the LHAs specification.

Furthermore, the LHA are aware that 2m wide footways are provided either side of the carriageway at the site access and from where Plot 26 is located, internally. In between these points, the footway to the left of the access ends approximately 8.8m into the site.

For the LHA to adopt an internal layout which does not have 2m wide footways either side of the carriageway, the LHA require a 0.5m hard paved strip to be provided where there is no footway. This should then be widened to 1m where the proposed streetlights will be located. Therefore, the LHA require this amendment to be made on a revised plan.

Turning Head

As expressed in the Site Access section, a revised swept path drawing is required which shows the tracking of a 11m long refuse vehicle.

In any case, the LHA have reviewed Mode drawing number J32-6615-PS-002 titled "Vehicle Tracking" which shows the 9.2m long refuse vehicle using the provided turning head.

The LHA have determined by reviewing the drawing that the turning head is inadequate even for this type of vehicle. This is because the 9.2m long vehicle will overlap the footway when undertaking the turning movement to enable the vehicle to exit the site in a forward gear, which is unacceptable. The wheels of the vehicle are also extremely close to the footway. Therefore, the LHA require the turning head to be amended and be more formalised.

The materials used to surface the turning head should be either tarmac or HRA with black chippings not buff coloured.

Boundary Treatments



The LHA require the boundary treatments for the private access track serving Plots 1-4, Plots 14-18 and Plots 32-39 and the private driveway for Plot 5 and Plot 19, as shown on LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," to be no higher than 1m when located within the access's visibility splays.

The LHA also require confirmation regarding whether a retaining structure will be required where there will no footway provision. The LHA remind the Agent that a Structural Agreement will be required if any retaining structure adjacent to the highway, retaining land adjacent to the highway, exceeds 1.3m in height.

Drainage

The LHA will require an internal outfall drainage system to be established to drain surface water from the highway.

Grass Verges

The LHA have reviewed LMP drawing number 21/139/P01 Rev A titled "Proposed Site Layout," and are aware that there are a number of grass areas independent of the Plots.

The LHA advise the Applicant that the LHA will not adopt these areas and that should the site be adopted a private management company is required to maintain the area. This can be conditioned at a later stage.

Shared Access Tracks

The LHA are aware that Plots 1 to 4; Plots 14-18; Plots 27-31 and 32-39 will all be accessed via a shared access track. The LHA require visibility splays of 2.4m x 25m are provided in both directions at each shared access to ensure that they can provide the minimum visibility for a 20mph road and that nothing above 1m will obstruct visibility.

The LHA also require bin collection points to be provided at each shared access to serve the respective plots. The LHA advise that these should be located out of the junction's visibility splays and should not be located on the footway.

Shared Access Track serving the 2 existing dwellings

The LHA are aware that the existing shared access track currently serving the 2 existing dwellings will be altered following the proposal internally. The LHA are aware that the access width complies with the LHAs guidance and so have no comments to make.

Parking

The LHA are aware that the parking arrangements comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, given the number of bedrooms each dwelling will occupy.

The LHA will request at a later date, a minimum of one car parking space provided on each private driveway should provide an Electric Vehicle charging point while a



minimum of one parking space located in each shared parking area should provide a charging point.

The LHA will also request at a later date, storage provision to be provided for cycling. Storage can be provided in sheds located in each dwellings private garden or can be provided internally, in the case for the Apartments.

Parking provision for the refurbished farmhouse and converted dairy building all comply with the LHAs guidance.

Sustainable Transport

The site is located a short walking distance away from key local amenities in the centre of Chatburn where facilities such as a convenience shop, primary school, among other facilities can be found. They are all served by footways along Crow Trees Brow.

The LHA are also aware approximately 140m from the site along Bridge Lane there are two bus stops providing east and west bound services. These bus services provide regular access to Clitheroe, Barley, Preston and Skipton.

Conclusion

The LHA have no objection to the conversion of the dairy building into a 4-bed dwelling and the refurbishment of the existing farmhouse at the site.

However, the LHA require further information regarding the access and the internal layout serving the proposed 39 dwellings.

Yours faithfully

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

