

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: 3rd July 2023

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

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 a re-consultation for the proposed erection of 37 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 previously responded to the application on 15th December 2022 requesting further information regarding the site access and the internal layout at the site. Since then, the Agent has provided LMP drawing number 21/139/P01 Rev C titled "Proposed Site Layout," a Transport Technical Note provided by Mode Transport and has changed the scale of development, with the site now providing 37 dwellings rather than the originally proposed 39. As a result, the amended plans and technical note will be reviewed below.

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

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 C 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 improved and used to serve the proposed 37 units as well as the 2 existing dwellings.

The LHA have reviewed the access, as shown on LMP drawing number 21/139/P01 Rev C 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.

The LHA have reviewed the Technical Note and Mode drawing number J32-6615-PS-003 titled "Swept Path Analysis- 11m refuse vehicle" and are satisfied that the access is safe and suitable for the development, with a refuse vehicle being able to safely enter and exit the site. Therefore, the LHA have no concerns regarding the access width.

The LHA have further reviewed LMP drawing number 21/139/P01 Rev C titled "Proposed Site Layout" and are aware that the access can provide visibility splays of 2.4m x 63m to the north and 2.4m x 61m to the south. These visibility splays correlate with the traffic survey which was conducted between 1st-7th July 2022.

The traffic survey found that Crow Trees Brow experiences 85th percentile speeds of 38.5mph northbound and 39.6mph southbound. Therefore, with the provided visibility splays correlating with the provided 85th percentile speeds, the LHA have no concerns regarding vehicular visibility at the site.

Furthermore, the LHA have reviewed the other existing access which will serve the farmhouse and the converted barn and outbuildings and have no comments to make. This is because the access is already existing and all farm operations will cease following the application, meaning that the site will generate less trips than its existing use. Therefore, the LHA have no concerns regarding the use of the access to serve the two dwellings.



Highway Safety

There have been no Personal Injury Collisions recorded within 200m of the site in the last 5 years and therefore the LHA have no pre-existing highway safety concerns.

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 37 units	5	15	20	13	6	19

Table 1: Proposed Overall Development Trip Rates

The proposed development could generate approximately 39 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.

However, the LHA will request as part of the section 278 agreement which will include the widening of the site access serving the proposed 37 dwellings and tactile paving being provided on both sides of the footway at the two accesses, a highway sign improvement scheme for the centre of Chatburn. This is required because the majority of the trips attributable to and from the site are likely to travel through Chatburn. Therefore, to ensure that the Traffic Signage through the centre of Chatburn is not obstructed and clear for all road users, a review of the existing signage is required.

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 C titled "Proposed Site Layout," and have the following comments to make:

Internal Carriageway

The LHA have reviewed LMP drawing number 21/139/P01 Rev C titled "Proposed Site Layout," and are aware that the internal carriageway will be 5.5m wide. To ensure that the width of the carriageway is adequate for the development, the Agent has provided Mode drawing number J32-6615-PS-004 titled "Swept Path Analysis- 11m refuse vehicle" which shows a refuse vehicle using the carriageway. The LHA have reviewed the drawing and are aware that a refuse vehicle can safely use the internal carriageway.

The Agent has also provided Mode drawing number J32-6615-PS-003 titled "Swept Path Analysis- 11m refuse vehicle" which shows the refuse vehicle using the provided turning area at the site. While the body of the refuse vehicle slightly overlaps the provided footway located at the turning area, some overlap is allowed and so the LHA have no concerns regarding the usability of the area.

The LHA have further reviewed LMP drawing number 21/139/P01 Rev C and are aware that the 2m wide footway to the left of the access will terminate approximately 9m within the site. The footway will then be replaced with a 0.5m hard paved strip until the strip reaches Plot 24, when 2m wide footways are provided on both sides of the internal carriageway.

While the LHA would prefer the site to provide 2m wide footways on both sides of the carriageway throughout the site, the LHA acknowledge the constraints and so accept the proposal.

Grass Verges

The LHA have reviewed LMP drawing number 21/139/P01 Rev C 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 a private management company will need to maintain the areas.

Shared Access Tracks

The LHA are aware that Plots 1-4; Plots 14-18; Plots 25-26 and 30-37 will all be accessed via a shared access track and the LHA have no comments regarding visibility, access width or the location of the bin collection points.

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 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 the shared parking area for Plots 30-37 should also provide a charging point.

The LHA will also request storage provision for cycling is provided for each dwelling. Storage can be provided in sheds located in each dwellings private garden or can be provided internally, in the case for the Apartments.

Regarding parking for the refurbished farmhouse and converted dairy building, the parking arrangements comply with the LHAs guidance, but the converted dairy building will need to provide an electric vehicle charging point and some form of cycle storage.

The LHA will also condition that the existing outbuilding which will become an annexe for the converted dairy building remains just for domestic purposes and for the use of the dwelling only.

Sustainable Transport

The LHA are aware that 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 proposal subject to the following conditions. The LHA will also request as part of a Section 278 agreement, following the improvement to the access serving the proposed 37 residential units the following:

- Tactile paving provided on both sides of the footway at the two junctions serving the site.
- Highway signage improvement scheme (from the site to Mill Hay Barn, Sawley Road, Chatburn).

Conditions

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS)



has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway and verge.



2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on LMP drawing number 21/139/P01 Rev C have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation which shall include and not be limited to:

- Tactile paving provided on both sides of the footway at the two junctions serving the site.
- Highway signage improvement scheme (from the site to Mill Hay Barn, Sawley Road, Chatburn).

Details of these works needs to submitted, and approved by, the Local Planning Authority in consultation with the Highway Authority. The works can be completed prior to first occupation of the site.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

4. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 63 metres to the north and 2.4 metres by 61 metres to the south have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

5.No part of the development hereby approved shall be occupied or opened for trading until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

6.No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under



Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality.

7.No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

REASON: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

8.The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with LMP drawing number 21/139/P01 Rev C. 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).

9.All garage facilities/ private driveways shall include provision of an electrical supply suitable for charging an electric motor vehicle.

REASON: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

10. Prior to the first occupation of Plots 30-37, a minimum of one car parking space shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel.

11. Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within each garage, with a separate secure cycle storage facility suitable for two bicycles being provided for units without a garage.

REASON: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.



12. The annexe (existing outbuilding) hereby approved shall only be used ancillary to the enjoyment of the proposed dwelling (existing dairy building) and shall not be used by way of sale or sub-letting to form separate residential accommodation.

REASON: To avoid the creation of separate dwellings which may be substandard in terms of parking provision and/or vehicular manoeuvring area.

Informatives

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278 and Section 38), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage

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Yours faithfully

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

