

Ribble Valley Borough Council  
Housing & Development Control

Phone: 0300 123 6780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)

Your ref: 3/2022/1098  
Our ref: D3.2022.1098  
Date: 20<sup>th</sup> December 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/1098**

Address: **Fir Tree House 51 Downham Road Chatburn Clitheroe BB7 4AU**

Proposal: **Erection of proposed dwelling and creation of vehicle access.**

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 an application for the proposed erection of a dwelling and creation of a vehicle access at Fir Tree House, 51 Downham Road, Chatburn.

#### **Site Access**

The LHA are aware that the proposed dwelling will be accessed off Downham Road which is a C classified road subject to a 20mph speed limit.

#### **Lancashire County Council**

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



The LHA have reviewed Ivan Wilson drawing number A200 Rev D titled "Proposed Site Plan" and are aware that the access width complies with the LHAs guidance when serving a single dwelling.

The LHA have also reviewed Ivan Wilson drawing number A101 Rev A titled "Visibility Splays" and are aware that the access can provide visibility splays of 2m x 25m in both directions which complies with the LHAs guidance for a 20mph road.

The LHA will request, should the application be permitted, that the Applicant applies for a Section 278 agreement when creating the access. This is because the gully located at the access may need to be relocated which will be at the full cost of the Applicant. Please see the informative below for more information regarding the Section 278 agreement.

### **Highway Safety**

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

### **Internal Layout**

The LHA have reviewed Ivan Wilson drawing number A200 Rev D titled "Proposed Site Plan" and are aware that the site complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan for the 4-bed dwelling. Therefore, the LHA have no objection to the proposal.

### **Conditions**

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Ivan Wilson drawing number A200 Rev D 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 permitted shall be occupied until such time as vehicular visibility splays of 2 metres by 25 metres 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).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary. The gates shall then open away from the highway only.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2021).

5. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Ivan Wilson drawing number A200 Rev D. 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).

7. Prior to the first occupation the dwelling 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.

### **Informatives**

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), 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](mailto: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.

Yours faithfully

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

