



For and on behalf of
United Utilities Group PLC

Highways Technical Note

Phynis Farm, Catlow Road, Slaidburn, Clitheroe

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

May 2023



Prepared by:	Brad Loxley Principal Transport Planner MEng MCIHT	<i>B Loxley</i>
Checked by:	James Neville BSc (Hons) MTPS Associate Director	<i>Jim</i>
Approved by:	Anna Meer BA (Hons) CMILT Director	<i>Anna Meer</i>
Date: May 2023	Office: Sheffield	Issue: LAN5089PD R1 Rev A

Sustainable Development and Delivery

**4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH
Tel: 01234 832740**

**Office 209
Cumberland House
35 Park Row
Nottingham
NG1 6EE
Tel: 01158 966620**

**6th Floor
Broad Quay House
Prince Street
Bristol
BS1 4DJ
Tel: 01179 758680**

**Ground Floor
V1 Velocity
Tenter Street
Sheffield
S1 4BY
01142 289190**

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS	PAGE
1.0 INTRODUCTION	4
2.0 EXISTING SITE USE.....	6
3.0 PROPOSED DEVELOPMENT SUMMARY	6
4.0 SITE ACCESS STRATEGY.....	7
Suitability of Catlow Road / Private Road Junction.....	7
Suitability of the Vehicular Route Between Catlow Road and the Site.....	9
Suitability of the Internal Site Layout.....	10
5.0 CONCLUSION.....	11

APPENDICES

APPENDIX A Lancashire County Council Highway Department's Comments	12
APPENDIX B Architect's Indicative Masterplan	13
APPENDIX C ATC Survey Data	14
APPENDIX D Email Chain with the LHA Regarding ATC Survey	15
APPENDIX E Catlow Road / Private Road Access Junction Visibility Splay Drawing	16
APPENDIX F Proposed Modifications to the Private Road	17
APPENDIX G Proposed Modifications to the Access Track.....	18

1.0 INTRODUCTION

1.1 This Highways Technical Note has been produced by the Sustainable Development and Delivery (SDD) team of DLP Planning Ltd (DLP) on behalf of United Utilities Group PLC to provide highways and transportation support in respect of proposals to redevelop agricultural outbuildings to provide 4 residential dwellings on land at Phynis Farm, Slaidburn, Clitheroe (planning application number: 3/2023/0056). **Figure 1** shows the site location in context to its wider surroundings and **Figure 2** shows the site in the context of its local surroundings.

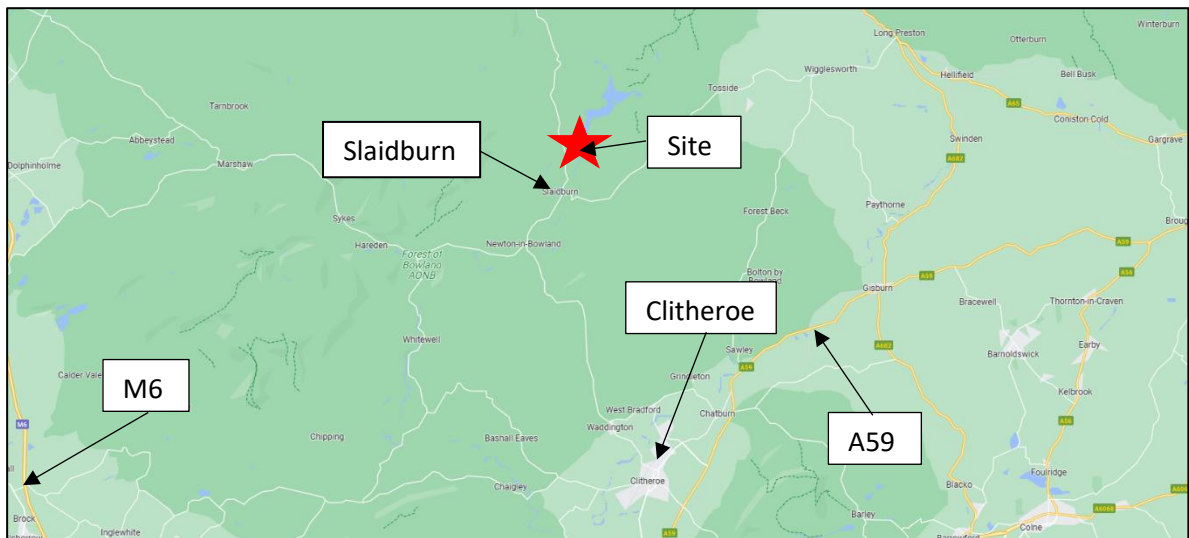


Figure 1. Site Location Plan – Wider Context



Figure 2. Site Location Plan – Local Context

- 1.2 Lancashire County Council (LCC) are the Local Highway Agency (LHA).
- 1.3 The applicant has received a consultation response from the LHA (dated 16th March 2023) in relation to the above planning application (planning reference 3/2023/0056). The key issues raised within this consultation response are as follows:

“The LHA have reviewed the supporting documents and require a site access plan showing the access width at the junction between the private access track serving the site and the reservoir and Catlow Road.

On the submitted site access plan, visibility splays of 2.4m x 214m should also be provided in both directions given the 60mph speed limit of Catlow Road. Should the access not be able to achieve the minimum visibility, the LHA require a traffic survey to be conducted, documenting to the LHA the 85th percentile speeds within the vicinity of the site access.

the LHA require a site plan showing the width of the access track from the access located off Catlow Road to the site. This is to ensure that the access track is wide enough for two-way movements to occur and if not, suitable passing places are provided along the track.

minimum width of any access track should be 3.5m for the full duration of its length but suitable passing places should be provided to enable two-way movements to occur.

passing places should be a minimum of 2m wide by 5m or 15m in length, should the access track be used by large vehicles.

internal access from the farmhouse to the internal courtyard should be widened to allow two-way movements to occur. Currently, as vehicles enter the courtyard, the internal access width is approximately 2.7m. Therefore, the LHA advise that this is widened to 4.25m given the courtyard serves 4 dwellings.”

- 1.4 The comments are provided in full at **Appendix A**.
- 1.5 The purpose of this Highways Technical Note (Note) is to review the above key issues and provide further detail in order to address the concerns. In doing so, this Note takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (2019) and in particular that within Paragraph 110 which states:

“...it should be ensured that ... b) safe and suitable access to the site can be achieved for all users.”

- 1.6 Furthermore, Paragraph 111 of the NPPF goes on to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 1.7 As well as considering the NPPF, this report also gives due regard to current best practice contained within Manual for Streets [MfS] (2007), and its companion document Manual for Streets 2 [MfS2] (2010).

2.0 EXISTING SITE USE

- 2.1 The site lies to the southwest of Stocks Reservoir on the River Hodder, and currently comprises a farmhouse and associated agricultural outbuildings.
- 2.2 The site is accessed via a Private Road from its junction with Catlow Road, circa 315m to the west. The Private Road continues to serve Stocks Reservoir to the northeast of the site, and Hodder water treatment facility. The Private Road and most of the surrounding land is under the ownership of United Utilities Group PLC.
- 2.3 A circa 110m long access track to the south of the Private Road provides direct access to the farmhouse and agricultural outbuildings.

3.0 PROPOSED DEVELOPMENT SUMMARY

- 3.1 The proposed scheme relates to the conversion of agricultural outbuildings, to allow for 4 residential dwellings at Phynis Farm. As part of the proposals, the existing farmhouse would be retained. An indicative masterplan is provided at **Appendix B**.
- 3.2 Following redevelopment of the site, the agricultural activity at the site would cease.
- 3.3 The site would continue to be accessed from Catlow Road via the Private Road and access track.
- 3.4 In terms of traffic generation, it is widely accepted that a residential dwelling generates in the order of 0.6 two-way vehicle trips during any given peak period and 6 daily two-way vehicle movements. In relation to the existing site, it is likely that the farmhouse therefore generates in the order of 6 two-way vehicle trips during the daytime. In addition to this, there will be an element of agricultural vehicle activity in the form of slow-moving and towing agricultural vehicles associated with the agricultural buildings. Whilst a numerical value has not been attributed to these agricultural trips, it is noted that such vehicle activity has historically also been associated with the site.
- 3.5 In relation to the proposed development of an additional 4 dwellings, this could give rise to an additional 2 two-way vehicle trips during each of the peak periods. In accordance with Paragraph 111 of the NPPF, this is not deemed to represent a significant or severe impact and traffic generation has not been raised as a concern by Highways Officers at LCC.
- 3.6 In addition to the above, it is also noted that following conversion of the agricultural outbuildings, the element of slow moving agricultural vehicles would be removed from the network, and therefore the proposals represent a betterment when compared to the existing situation.

4.0 SITE ACCESS STRATEGY

Suitability of Catlow Road / Private Road Junction

- 4.1 Within the consultation comments received from the LHA, concern was raised in relation to the suitability of the Catlow Road / Private Road junction from a visibility perspective and in terms of the carriageway width at the junction. This junction lies approximately 350m to the west of the site and is the first junction on the local adopted highway network which development traffic would disperse onto.

Existing Junction Safety Records

- 4.2 A review of the web based 'Crashmap' database has been undertaken to understand how the Catlow Road / Private Road junction currently operates in terms of safety. The Crashmap information confirms that no personal injury accidents occurred at, or in the vicinity of the site access junction with Catlow Road, within the most recent 5-year period available (2017 – 2021). An annotated extract of the Crashmap website is provided at **Figure 3**.

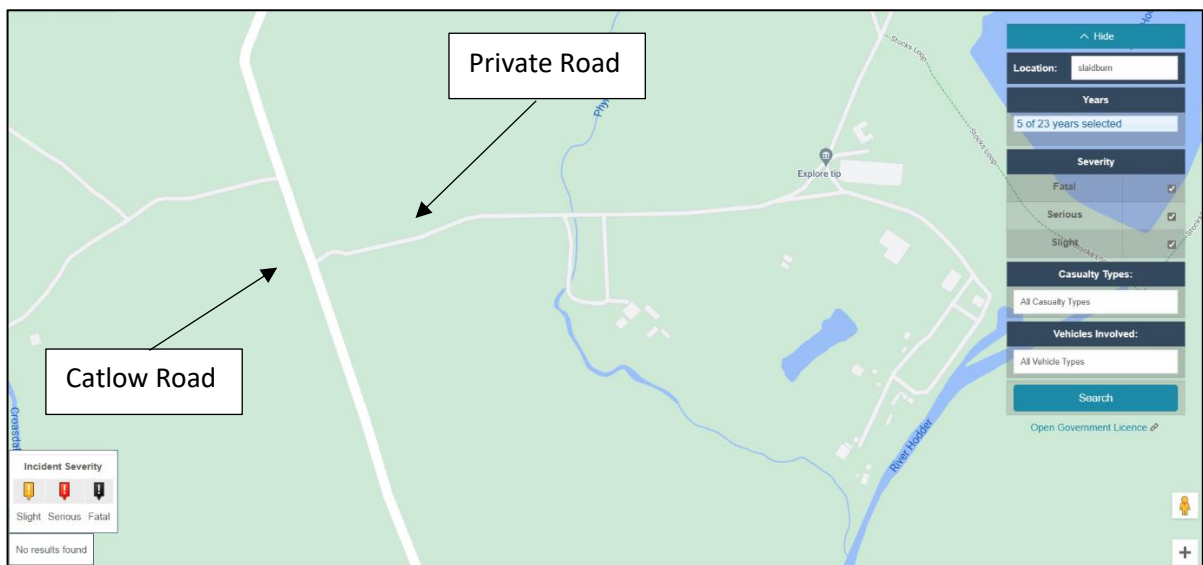


Figure 3. Annotated Crashmap Extract

- 4.3 As shown in **Figure 3**, there have been no accidents recorded at the existing junction in the latest five year period despite its ongoing use to support the operation of the United Utilities treatment works operation and Phynis Farm agricultural vehicle movements.
- 4.4 As such, despite the LHA concerns about the visibility at the junction, it is clear that the visibility that can be achieved does not have a material negative impact on the safe operation of the junction.

Junction Visibility

4.5 In order to address the visibility concerns raised by the LHA at the junction, a 7 day Automatic Traffic Count (ATC) survey was undertaken on Catlow Road immediately to the south of the access between Friday 21st and Thursday 27th May 2023. The results and location of the ATC are contained at **Appendix C**, with a summary of the inter-peak vehicle speeds contained in **Table 1**. This approach was agreed as acceptable by the LHA, the email confirming this is provided at **Appendix D**.

	Northbound	Southbound
Average speed	23.3 mph	29.0 mph
85 th percentile speed	31.1 mph	41.9 mph

Table 1: ATC Speed Survey Results

4.6 In light of the above, visibility splays at the existing Catlow Road / Private Road junction have been calculated using measured 85th percentile speeds and current best practice guidance contained within Manual for Street 2 (MfS2) document. Paragraph 10.1.13 of MfS2 provides a detailed formula for calculating visibility splays, taking into account the percentage of HGV movements, vehicle speeds and road gradients.

4.7 In terms of the overall make up of vehicles, the ATC confirmed that more than 5% of southbound vehicles were HGVs. For simplicity, both directions have been assessed using HGV parameters which allows for a worst case scenario visibility requirement to be calculated.

4.8 It is noted that that the junction is located along a fairly level section of road with downhill gradients of approximately 3% within potential deceleration areas for the junction. As such, a 0.375g deceleration rate, a 2.0 second reaction time and 3% gradient factor has been applied to the calculation. Given that most of that the junction is located along a level section of road and that HGVs would typically travel at the lower end of the speed range, this is considered a robust assessment scenario.

4.9 Based on the above, 85th percentile speeds and calculation factors, the required Stopping Sight Distances (SSDs) are 59m to the south and 92m to the north. Given it is possible for both, the northern and southern parts of the junction to facilitate vehicle departures, it is necessary to check the visibility splays from each part of the junction.

4.10 **Drawing Number LAN5089PD-003** (contained at **Appendix E**) demonstrates the required visibility splays can be achieved taken from a 2.4m setback distance to the middle of the carriageway subject to the lowering / setting back of the existing stone wall, to the north of the junction, outside of the visibility splay. The stone wall is with land controlled by the applicant and therefore, the required modifications can be made.

- 4.11 Measuring to the centre of the carriageway is appropriate as, in the vicinity of the site access, Catlow Road is typically 3.3 to 4.0m wide (which is too narrow for two cars to pass) and therefore vehicles will typically travel close to the centre of the carriageway.

Suitability of the Vehicular Route Between Catlow Road and the Site

- 4.12 The LHA commented that:

“Furthermore, the LHA require a site plan showing the width of the access track from the access located off Catlow Road to the site. This is to ensure that the access track is wide enough for two-way movements to occur and if not, suitable passing places are provided along the track.

The LHA remind the Agent that the minimum width of any access track should be 3.5m for the full duration of its length but suitable passing places should be provided to enable two-way movements to occur.

The LHA further remind the Agent that these passing places should be a minimum of 2m wide by 5m or 15m in length, should the access track be used by large vehicles.”

- 4.13 The Private Road provides access to Hodder water treatment works along with other uses and therefore the Private Road will attract movements by large vehicles, although these are understood to be infrequent. Therefore, based on the LHA’s guidance, any new passing bays on the Private Road should typically measure 15 x 2m.
- 4.14 The access track between the Private Road and proposed dwellings will not attract regular large vehicle movements. Therefore, based on the LHA’s guidance, the passing bays on the access track should typically measure 5 x 2m. The minimum width of the access track should also be 3.5m to satisfy the LHA.
- 4.15 It is however noted that Requirement S5 of Building Regulations Part B (Fire Safety), Volume 1 (Dwellings) sets out that vehicular access routes to dwellings should typically be 3.7m wide to allow for appropriate access for fire tender vehicles. This also reflects comments provided by Lancashire Fire and Rescue Services dated 6th March 2023 which are available on the Ribble Valley planning website.
- 4.16 **Drawing Number LAN5089PD-002** (provided at **Appendix F**) shows the existing width, existing passing bays and proposed modifications to the Private Road between Catlow Road and the access track serving the development, these modifications comprise:
- Creation of two new passing bays measuring 15m x 2m; and
 - Retention of existing passing bays.
- 4.17 The maximum distance between any two passing bays (or a passing bay and a section of carriageway capable of accommodating two-way traffic along the Private Road between Catlow Road and the access track) is approximately 65m. There is adequate intervisibility between the passing bays to allow the next bay to be seen when leaving the preceding bay.

- 4.18 The land required for the widening is within the control of the applicant and therefore the widening can be undertaken.
- 4.19 Based on the above, it is concluded that improvements can be made to the Private Road in line with the guidance provided by the LHA to ensure it is appropriate to serve the development proposals.
- 4.20 **Drawing Number LAN5089PD-004** (provided at **Appendix G**) shows the proposed modifications to the access track, these comprise:
- Widening the access track to a minimum of 3.7m (to allow for fire tender access), with the exception of the narrowing adjacent to the courtyard (discussed at **paragraphs 4.25 - 4.29**);
 - Provision of 2 passing bays, each measuring 5m x 2m; and
 - Additional widening of access track adjacent to the farmhouse to 5.5m – this is the same width as the LHA’s recommended passing bay width and is sufficient to allow two vehicles to pass comfortably at the entry/exit to the shared courtyard.
- 4.21 The land required for the widening is within the control of the applicant and therefore the widening can be undertaken.
- 4.22 Based on the above, it is concluded that improvements can be made to the access track in line with the guidance provided by the LHA to ensure it is appropriate to serve the development proposals.

Suitability of the Internal Site Layout

- 4.23 In terms of the internal parking arrangement, the LHA commented that:
- “Barn Cs parking area should be relocated. The LHA advise that the spaces should be located on the same alignment as Barn As car parking spaces or in the centre of Barn C.”*
- 4.24 The latest iteration of the site layout plan shows these bays relocated to the centre of Barn C as requested.
- 4.25 In terms of the access into the courtyard, the LHA commented that *“the internal access from the farmhouse to the internal courtyard should be widened to allow two-way movements to occur. Currently, as vehicles enter the courtyard, the internal access width is approximately 2.7m. Therefore, the LHA advise that this is widened to 4.25m given the courtyard serves 4 dwellings.”*
- 4.26 The width of the opening is approximately 2.95m. It is understood that this width is restricted by the existing buildings and cannot be increased without the removal of the existing buildings.

- 4.27 Given the provision of a 5.5m carriageway immediately to the northwest of the courtyard opening, it is not considered necessary to widen the access as vehicles looking to enter the site will have a clear view of an existing vehicle and be able to wait in the passing bay to allow a vehicle to exit before driving into the courtyard.
- 4.28 Paragraph 6.7.3 of Manual for Streets states “a 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45m of dwelling entrances”.
- 4.29 When considering the above, and that the space available in the shared courtyard to the east of the narrowing and access road to the west of the opening are sufficiently wide enough for two vehicles to pass, it is concluded that the localised narrowing is appropriate and does not need to be widened resulting in the loss of existing buildings.

5.0 CONCLUSION

- 5.1 This Highways Technical Note has confirmed that the development proposals can be appropriately accessed with deliverable improvements to the junction of the Private Road with Catlow Road; the Private Road and to the access track.
- 5.2 In addition, improvements to the internal parking arrangements can be made to accommodate the requirements of the LHA.
- 5.3 Based upon the additional information now provided, it is deemed that in accordance with Paragraph 111 of the NPPF, the proposals would not give rise to an unacceptable impact on highway safety or create a severe impact on the surrounding highway network.

APPENDIX A Lancashire County Council Highway Department's Comments

Ribble Valley Borough Council
Housing & Development Control

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

Your ref: 3/2023/0056
Our ref: D3.2023.0056
Date: 16th March 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0056**

Address: **Phynis Farm Catlow Road Slaidburn BB7 3AQ**

Proposal: **Proposed conversion of former farm buildings to form four dwellings including the change of use of land to form private curtilage areas and the remodelling of the central courtyard.**

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 conversion of former farm buildings to create four dwellings at Phynis Farm, Catlow Road, Slaidburn.

Site Access

The LHA are aware that the site will continue to use an existing private, unadopted access track which serves the existing farmhouse and the site. The private access track is located

Lancashire County Council

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



off another private, unadopted access track which serves Stocks Reservoir. The reservoir is owned by United Utilities along with the site.

The access track serving the reservoir and in turn the site is located off Catlow Road which is a C classified road subject to a 60mph speed limit.

The LHA have reviewed the supporting documents and require a site access plan showing the access width at the junction between the private access track serving the site and the reservoir and Catlow Road.

On the submitted site access plan, visibility splays of 2.4m x 214m should also be provided in both directions given the 60mph speed limit of Catlow Road. Should the access not be able to achieve the minimum visibility, the LHA require a traffic survey to be conducted, documenting to the LHA the 85th percentile speeds within the vicinity of the site access.

Furthermore, the LHA require a site plan showing the width of the access track from the access located off Catlow Road to the site. This is to ensure that the access track is wide enough for two-way movements to occur and if not, suitable passing places are provided along the track.

The LHA remind the Agent that the minimum width of any access track should be 3.5m for the full duration of its length but suitable passing places should be provided to enable two-way movements to occur.

The LHA further remind the Agent that these passing places should be a minimum of 2m wide by 5m or 15m in length, should the access track be used by large vehicles.

Internal Layout

The LHA have reviewed Cass drawing number 1541-009 titled "Site Plan As Proposed" and are aware that each dwelling will have 2 car parking spaces each. This complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan given the number of bedrooms each unit will have.

The LHA, however, have reviewed the shared courtyard where the parking spaces will be located and advise that the car parking spaces for Barn C are relocated. This is because the spaces are currently approximately 2m away from the internal access which serves the courtyard. Therefore, to ensure that there is adequate space should a vehicle be entering and for a vehicle leaving these spaces, Barn Cs parking area should be relocated. The LHA advise that the spaces should be located on the same alignment as Barn As car parking spaces or in the centre of Barn C.

The LHA also advise the Agent that the internal access from the farmhouse to the internal courtyard should be widened to allow two-way movements to occur. Currently, as vehicles enter the courtyard, the internal access width is approximately 2.7m. Therefore, the LHA advise that this is widened to 4.25m given the courtyard serves 4 dwellings.

Conclusion

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



Yours faithfully

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

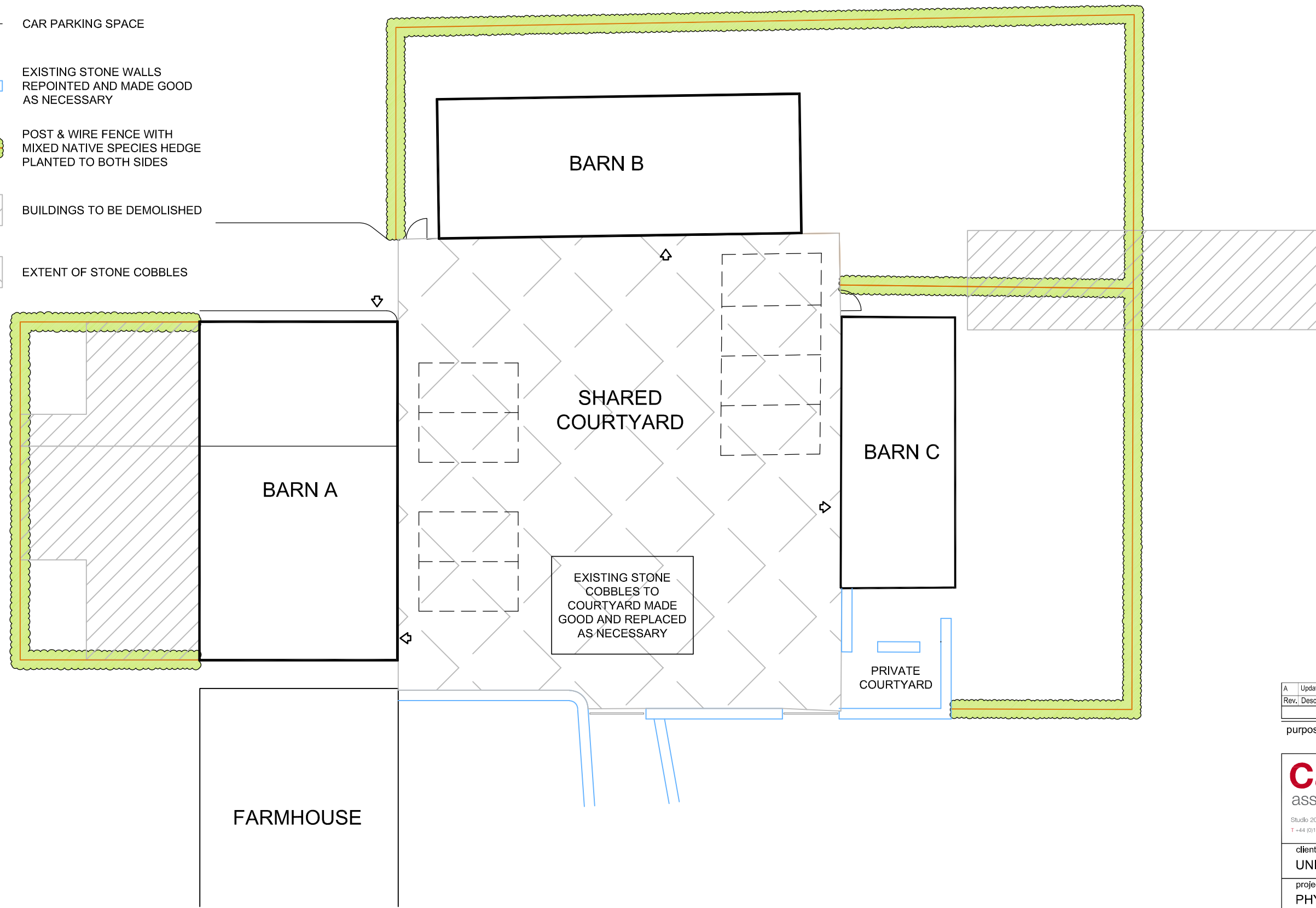


APPENDIX B Architect's Indicative Masterplan

KEY

- CAR PARKING SPACE
- EXISTING STONE WALLS REPOINTED AND MADE GOOD AS NECESSARY
- POST & WIRE FENCE WITH MIXED NATIVE SPECIES HEDGE PLANTED TO BOTH SIDES
- BUILDINGS TO BE DEMOLISHED
- EXTENT OF STONE COBBLES

PLANNING DRAWING
THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND NOT TO BE USED FOR CONSTRUCTION



Rev.	Description	Date	By	Chk'd
A	Updated to reflect planning department comments.	16-05-23	TOC	RR

purpose **PLANNING**

Cass associates
 architecture
 masterplanning
 planning
 landscape
 conservation

Studio 204B The Tea Factory, 82 Wood Street, Liverpool, L1 4DG
 T +44 (0)151 707 0110 E @cassassociates.co.uk W www.cassassociates.co.uk

client
UNITED UTILITIES

project
PHYNIS FARM

drawing title
Site Plan As Proposed

scale @ A3	1:200	1541-009 A
date	07.11.2022	
dm	JT	

CAD FILE NAME: S:\JOB FILES 1400 ONWARDS\1641 Phynis Farm\ShikburnDrawings (DMS to be used)\AutoCad\Current\As Proposed.dwg

APPENDIX C ATC Survey Data

Slaidburn ATC

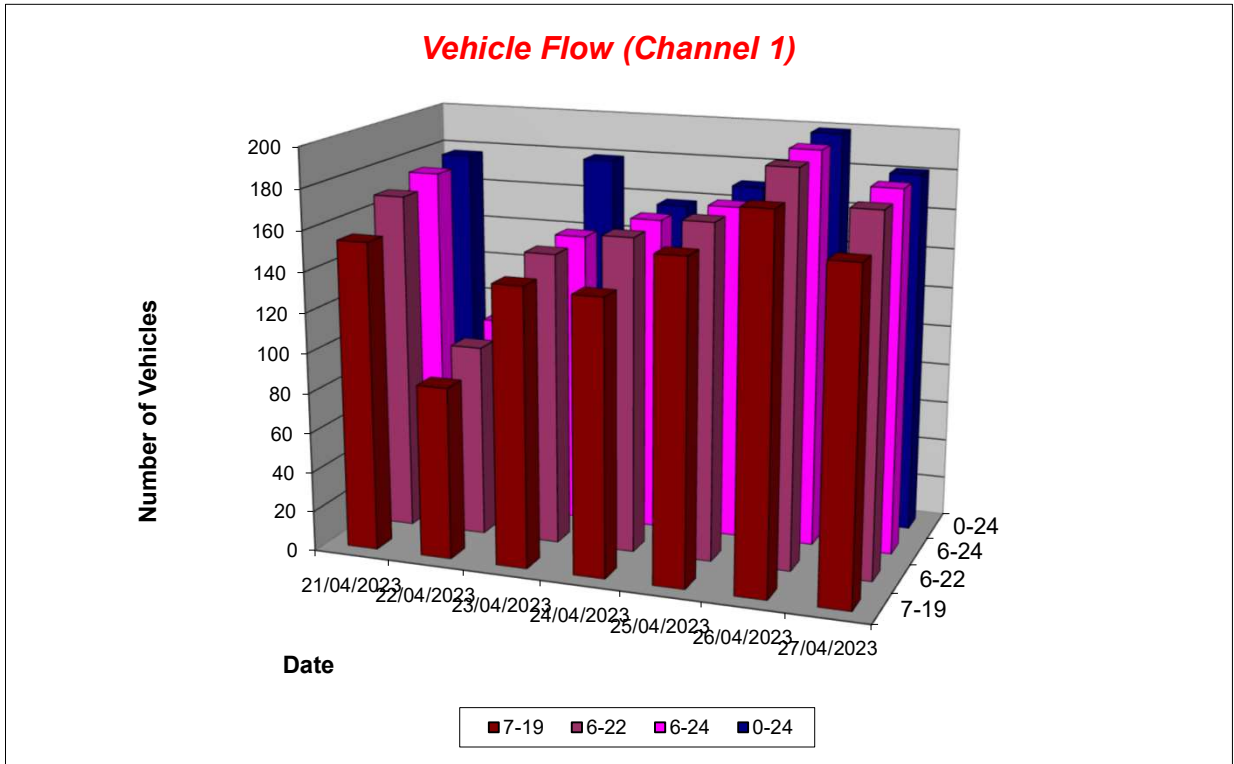
Produced by Road Data Services Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday	Weekday Average	Average
1	0	0	0	0	0	1	0	0	0
2	1	0	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	10	0	0	0	0	0	1
5	0	0	19	0	0	0	0	0	3
6	2	1	2	0	3	1	0	1	1
7	7	2	1	6	3	5	4	5	4
8	22	0	1	25	20	16	24	21	15
9	21	5	17	16	16	24	23	20	17
10	15	4	9	12	13	24	12	15	13
11	11	8	13	9	14	11	9	11	11
12	14	6	18	11	11	12	13	12	12
13	21	11	5	9	20	10	10	14	12
14	12	11	11	5	14	12	19	12	12
15	7	10	23	12	12	30	10	14	15
16	10	9	20	12	9	13	14	12	12
17	3	3	10	13	12	19	11	12	10
18	9	12	9	9	10	7	11	9	10
19	9	7	3	4	8	5	6	6	6
20	2	3	3	4	2	4	2	3	3
21	3	4	1	6	1	1	9	4	4
22	3	1	2	4	2	2	1	2	2
23	3	1	1	1	0	1	2	1	1
24	2	3	0	0	0	1	1	1	1
7-19	154	86	139	137	159	183	162	159	146
6-22	169	96	146	157	167	195	178	173	158
6-24	174	100	147	158	167	197	181	175	161
0-24	177	101	179	158	170	199	181	177	166



Slaidburn ATC

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday
1	-	-	-	-	-	15.2	-
2	15.8	-	11.0	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	22.9	-	-	-	-
5	-	-	24.7	-	-	-	-
6	21.2	6.7	14.6	-	22.6	10.9	-
7	32.4	26.5	36.2	29.0	22.1	26.0	37.2
8	21.9	-	36.7	19.6	20.2	21.7	19.6
9	15.8	31.1	21.7	17.5	23.5	18.8	20.9
10	22.7	20.6	26.5	20.5	17.7	21.0	19.7
11	28.9	28.2	30.6	23.5	21.4	20.9	29.9
12	24.2	31.6	26.3	27.3	23.3	18.6	17.7
13	21.9	26.5	25.1	19.7	17.8	18.3	18.4
14	21.8	26.7	26.2	23.0	26.0	23.7	24.4
15	25.5	29.3	25.8	28.1	19.0	21.5	22.7
16	25.8	30.5	24.4	21.8	20.8	26.5	24.3
17	24.6	25.4	26.0	21.7	27.8	22.5	28.6
18	32.0	31.1	28.6	29.0	24.6	29.5	26.3
19	34.8	18.4	30.3	29.6	26.8	37.6	27.3
20	28.2	28.4	29.3	28.1	37.4	36.3	20.0
21	34.0	32.4	28.0	17.9	14.8	41.9	25.3
22	22.2	38.6	26.0	25.1	23.5	36.4	31.3
23	36.6	43.7	42.6	37.1	-	39.8	33.7
24	35.6	21.5	-	-	-	35.2	33.4
10-12	26.3	29.7	28.1	25.6	22.2	19.7	22.7
14-16	25.7	29.9	25.2	25.0	19.8	23.0	23.6
0-24	24.5	27.8	25.7	22.9	22.2	22.7	23.3

Weekday Inter-Peak 23.3

Channel 1 - Northbound

85th Percentile

Hr Ending	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	28.3	-	-	-	-
5	-	-	31.8	-	-	-	-
6	27.7	-	17.9	-	27.1	-	-
7	43.6	38.4	-	34.9	29.4	34.0	38.8
8	32.4	-	-	26.0	28.6	29.7	25.1
9	23.2	38.1	28.7	23.1	33.3	24.7	29.1
10	30.3	26.2	38.6	26.6	26.3	28.7	27.9
11	36.4	34.3	38.3	32.6	29.6	27.1	36.5
12	31.4	42.0	32.6	37.7	28.8	21.3	20.4
13	28.9	35.6	34.2	27.9	24.3	21.1	22.0
14	27.0	33.1	37.4	32.0	33.4	28.2	30.6
15	35.7	36.9	33.1	36.0	24.6	28.0	27.8
16	31.9	42.6	31.2	28.8	28.2	34.8	31.6
17	31.3	32.2	33.0	29.9	33.5	29.7	35.9
18	42.3	40.2	39.1	37.7	33.3	39.8	31.2
19	48.0	22.5	36.0	40.6	31.7	42.5	35.4
20	30.5	34.7	39.5	33.8	38.3	36.7	24.4
21	46.0	43.0	-	23.9	-	-	32.0
22	32.0	-	35.1	31.8	24.8	37.1	-
23	42.0	-	-	-	-	-	34.4
24	36.6	34.7	-	-	-	-	-
10-12	34.0	38.1	35.3	35.6	29.4	24.6	30.5
14-16	33.8	39.9	32.3	33.2	26.3	30.5	30.1
0-24	34.7	37.6	34.2	31.6	30.5	31.0	31.0

Weekday Inter-Peak 31.1

Slaidburn ATC

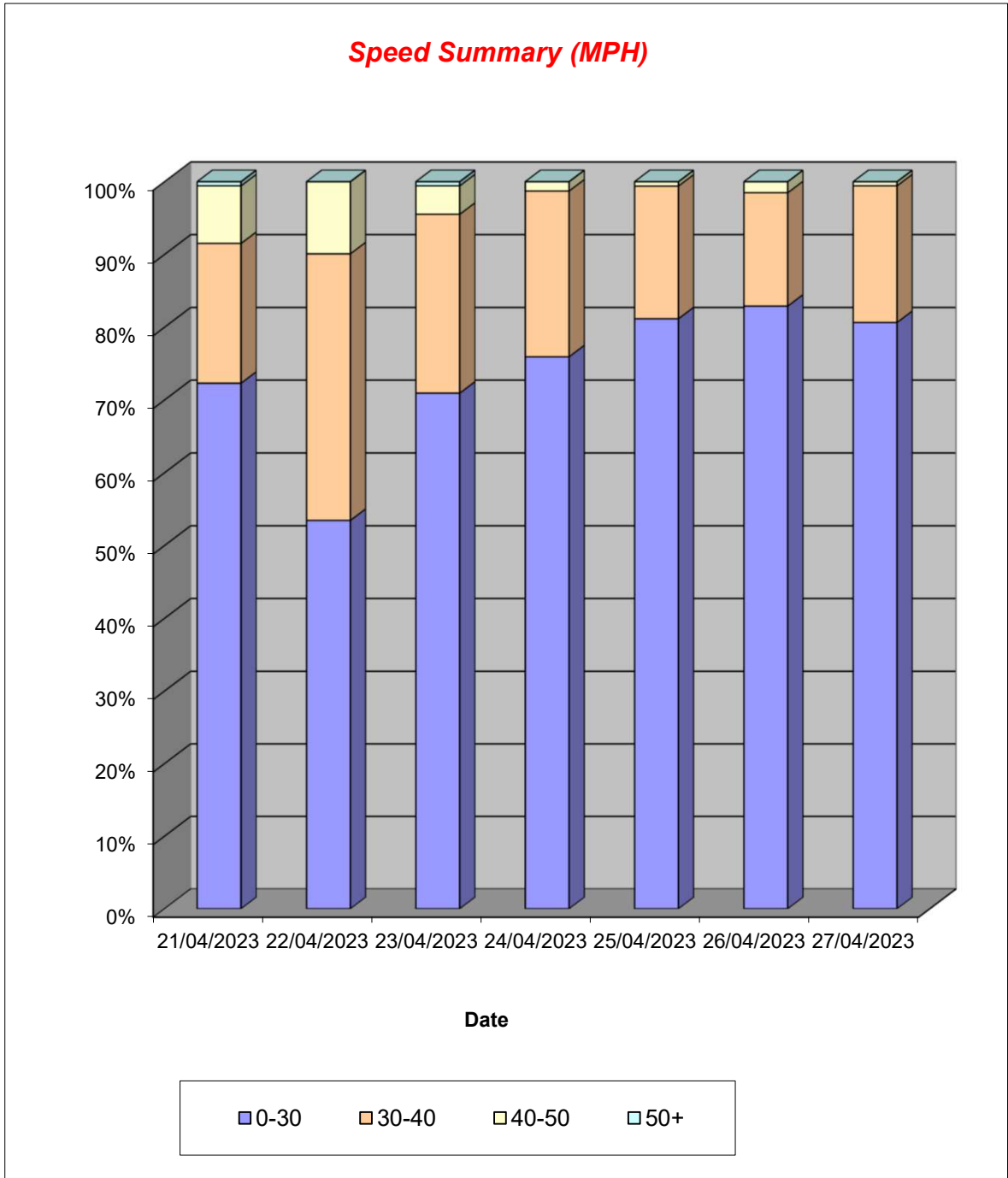
Produced by Road Data Services Ltd.

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday
0-30	128	54	127	120	138	165	146
30-40	34	37	44	36	31	31	34
40-50	14	10	7	2	1	3	1
50+	1	0	1	0	0	0	0
TOTAL	177	101	179	158	170	199	181



Slaidburn ATC

Produced by Road Data Services Ltd.

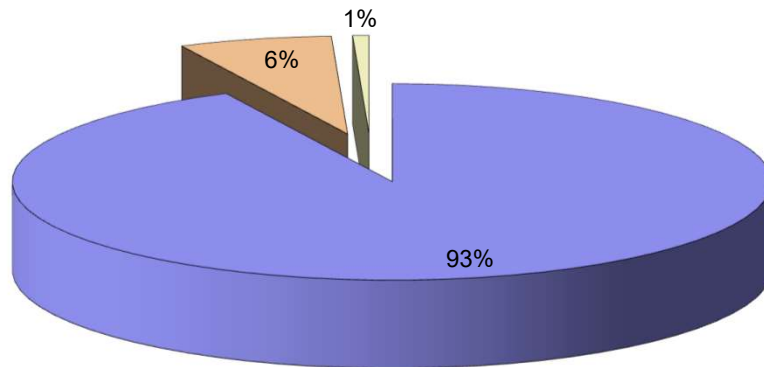
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/04/2023				
7-19	136	17	1	154
6-22	149	19	1	169
6-24	154	19	1	174
0-24	156	20	1	177
22/04/2023				
7-19	82	4	0	86
6-22	92	4	0	96
6-24	95	5	0	100
0-24	96	5	0	101
23/04/2023				
7-19	131	8	0	139
6-22	137	9	0	146
6-24	138	9	0	147
0-24	169	10	0	179
24/04/2023				
7-19	120	16	1	137
6-22	140	16	1	157
6-24	141	16	1	158
0-24	141	16	1	158
25/04/2023				
7-19	145	12	2	159
6-22	153	12	2	167
6-24	153	12	2	167
0-24	155	13	2	170
26/04/2023				
7-19	176	5	2	183
6-22	188	5	2	195
6-24	190	5	2	197
0-24	192	5	2	199
27/04/2023				
7-19	153	7	2	162
6-22	169	7	2	178
6-24	172	7	2	181
0-24	172	7	2	181
Average				
7-19	135	10	1	146
6-22	147	10	1	158
6-24	149	10	1	161
0-24	154	11	1	166

Total Vehicle Class Distribution



Slaidburn ATC

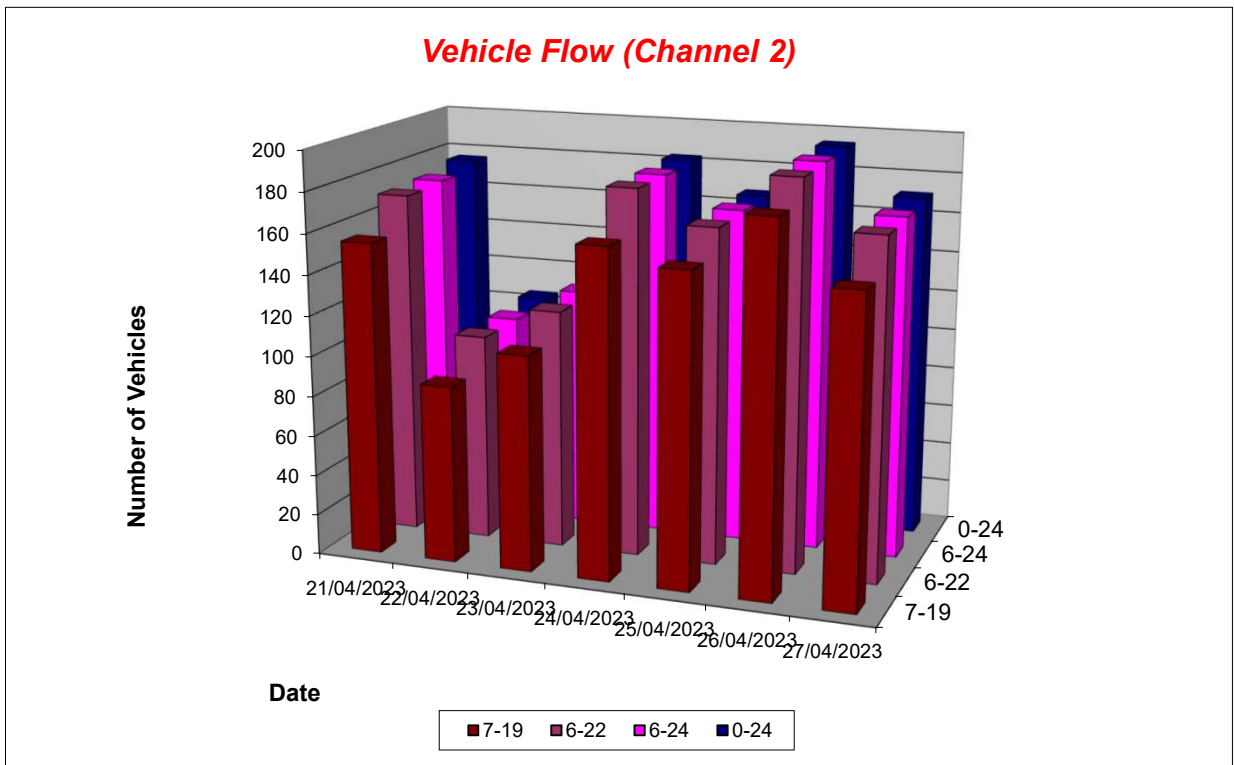
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday	Weekday Average	Average
1	1	1	0	0	0	1	2	1	1
2	1	0	3	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	1	0	0	1	0	0	0	0	0
6	0	0	3	0	0	0	0	0	0
7	8	5	4	6	6	5	4	6	5
8	6	3	3	4	3	6	7	5	5
9	5	3	5	10	10	11	9	9	8
10	16	2	6	12	7	13	17	13	10
11	22	9	7	12	7	6	9	11	10
12	15	9	12	17	10	15	12	14	13
13	22	5	8	12	12	16	9	14	12
14	6	15	22	14	15	7	8	10	12
15	20	2	12	13	19	36	16	21	17
16	26	18	13	25	27	28	28	27	24
17	7	5	6	27	23	20	18	19	15
18	9	8	6	10	16	18	13	13	11
19	1	9	7	6	5	5	5	4	5
20	6	4	6	10	3	1	6	5	5
21	0	5	1	1	1	0	4	1	2
22	2	1	1	3	2	5	3	3	2
23	0	0	1	0	1	0	0	0	0
24	1	0	0	0	0	1	1	1	0
7-19	155	88	107	162	154	181	151	161	143
6-22	171	103	119	182	166	192	168	176	157
6-24	172	103	120	182	167	193	169	177	158
0-24	176	105	126	183	167	194	171	178	160



Slaidburn ATC

Produced by Road Data Services Ltd.

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday
1	26.4	51.8	-	-	-	23.9	51.3
2	24.2	-	19.0	-	-	-	-
3	-	61.7	-	-	-	-	-
4	35.2	-	-	-	-	-	-
5	36.2	-	-	33.4	-	-	-
6	-	-	32.2	-	-	-	-
7	29.8	28.9	19.8	36.1	37.2	33.5	42.5
8	30.6	33.3	15.8	51.2	44.8	50.1	51.4
9	20.4	46.4	16.8	29.9	34.5	42.2	45.6
10	29.8	33.7	31.0	35.3	29.7	30.3	29.5
11	19.7	36.2	35.3	37.1	36.8	30.2	27.6
12	18.3	36.3	35.6	25.6	30.8	30.7	24.1
13	25.9	28.6	38.6	31.9	28.5	34.2	33.2
14	34.1	39.4	36.1	26.4	29.3	22.5	36.8
15	30.4	30.5	31.6	25.2	27.1	35.5	36.7
16	29.7	37.3	36.4	24.7	31.3	29.8	29.3
17	34.7	43.9	19.4	23.5	26.4	27.6	24.4
18	36.6	33.7	32.8	22.9	33.0	35.0	25.9
19	61.8	32.9	38.3	35.5	38.3	42.4	44.1
20	35.3	42.8	34.4	29.7	40.7	63.5	53.8
21	-	34.1	26.0	39.0	17.4	-	40.3
22	20.6	20.0	46.8	17.6	55.8	47.6	24.0
23	-	-	20.4	-	18.2	-	-
24	52.7	-	-	-	-	61.7	31.2
10-12	19.1	36.2	35.5	30.4	33.3	30.5	25.6
14-16	30.0	36.6	34.1	24.9	29.6	33.0	32.0
0-24	28.0	36.5	32.2	28.5	31.2	33.8	33.1

Weekday Inter-Peak 29.0

Channel 2 - Southbound

85th Percentile

Hr Ending	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday
1	-	-	-	-	-	-	52.3
2	-	-	25.1	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	49.3	-	-	-	-
7	39.0	42.9	26.2	49.5	50.6	48.6	53.8
8	46.4	44.5	18.2	60.1	50.1	57.6	53.7
9	30.0	54.1	18.1	45.0	51.3	57.4	63.1
10	45.9	46.7	45.6	52.8	46.6	44.7	48.0
11	26.9	49.2	51.8	51.7	54.1	41.4	29.3
12	26.9	48.8	45.3	37.0	42.0	41.7	28.8
13	33.2	46.0	46.0	49.0	42.6	40.4	49.1
14	49.4	50.1	44.8	37.9	42.2	32.1	43.6
15	44.6	36.6	44.3	37.3	37.4	48.5	47.4
16	42.3	49.6	48.4	36.8	48.8	38.6	40.2
17	49.3	51.1	26.7	35.0	40.4	38.8	36.9
18	49.8	40.3	38.6	37.7	45.5	49.5	31.5
19	-	47.4	53.5	48.6	54.2	54.3	53.1
20	52.4	56.5	47.4	36.7	53.0	-	58.4
21	-	45.3	-	-	-	-	59.7
22	23.5	-	-	20.1	65.2	56.6	32.9
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	27.0	49.0	48.1	44.5	47.7	41.6	29.8
14-16	43.3	48.6	46.7	37.0	44.7	44.7	43.4
0-24	41.5	49.6	45.1	42.8	46.3	47.2	47.7

Weekday Inter-Peak 41.9

Slaidburn ATC

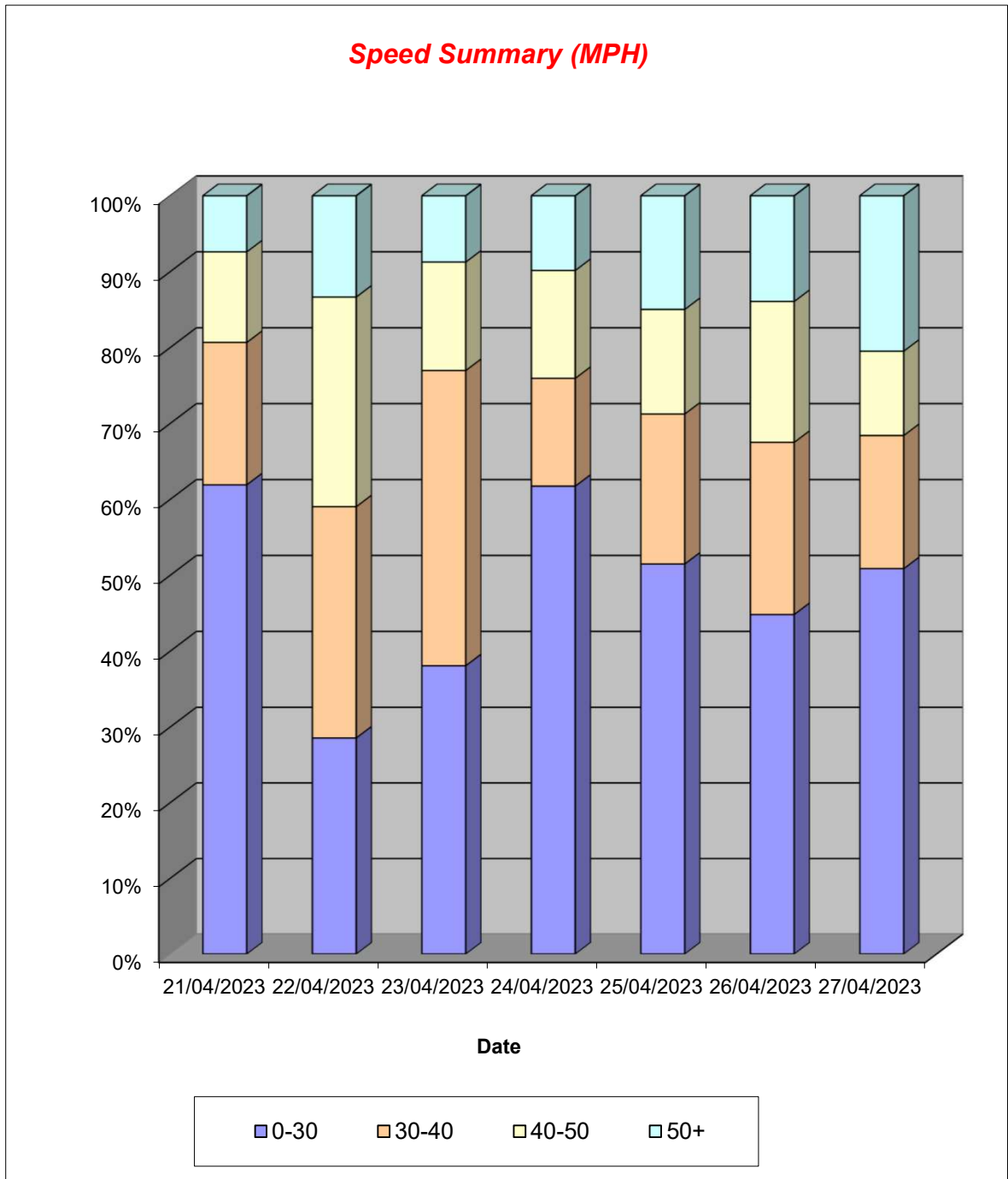
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	21/04/2023 Friday	22/04/2023 Saturday	23/04/2023 Sunday	24/04/2023 Monday	25/04/2023 Tuesday	26/04/2023 Wednesday	27/04/2023 Thursday
0-30	109	30	48	113	86	87	87
30-40	33	32	49	26	33	44	30
40-50	21	29	18	26	23	36	19
50+	13	14	11	18	25	27	35
TOTAL	176	105	126	183	167	194	171



Slaidburn ATC

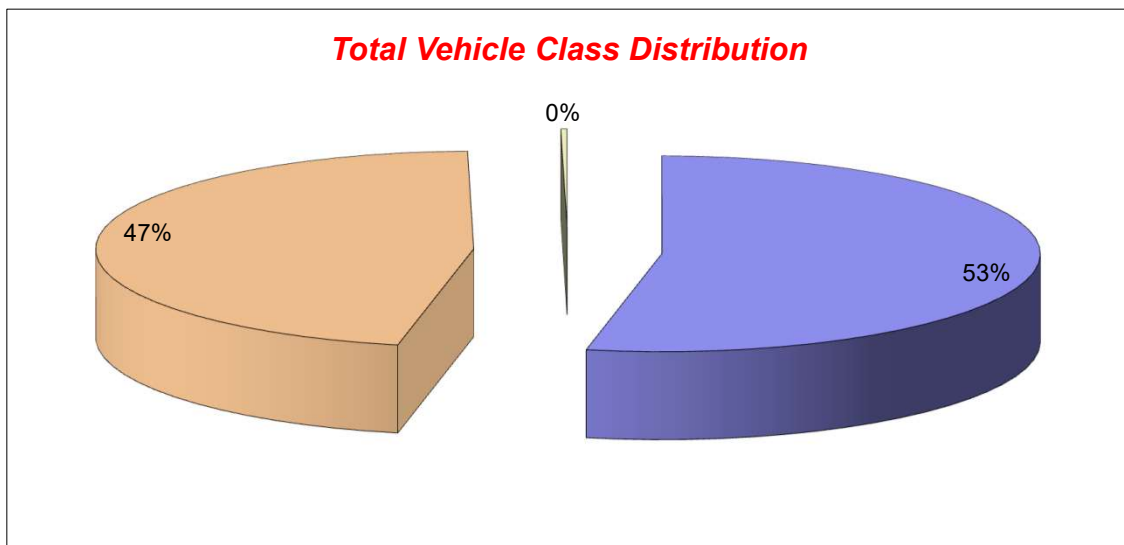
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/04/2023				
7-19	78	77	0	155
6-22	90	81	0	171
6-24	91	81	0	172
0-24	93	83	0	176
22/04/2023				
7-19	47	41	0	88
6-22	55	48	0	103
6-24	55	48	0	103
0-24	56	49	0	105
23/04/2023				
7-19	46	61	0	107
6-22	52	67	0	119
6-24	52	68	0	120
0-24	57	69	0	126
24/04/2023				
7-19	84	77	1	162
6-22	96	85	1	182
6-24	96	85	1	182
0-24	97	85	1	183
25/04/2023				
7-19	77	77	0	154
6-22	82	84	0	166
6-24	82	85	0	167
0-24	82	85	0	167
26/04/2023				
7-19	107	73	1	181
6-22	113	78	1	192
6-24	113	79	1	193
0-24	113	80	1	194
27/04/2023				
7-19	86	64	1	151
6-22	96	71	1	168
6-24	97	71	1	169
0-24	99	71	1	171
Average				
7-19	75	67	0	143
6-22	83	73	0	157
6-24	84	74	0	158
0-24	85	75	0	160



APPENDIX D Email Chain with the LHA Regarding ATC Survey

Brad Loxley

From: Derbyshire, Ryan <Ryan.Derbyshire@lancashire.gov.uk>
Sent: Wednesday, April 5, 2023 4:35 PM
To: Anna Meer <anna.meer@dlpconsultants.co.uk>
Cc: Brad Loxley <Brad.Loxley@dlpconsultants.co.uk>
Subject: RE: LAN5089PD.Phynis Farm vehicle spec [Filed 06 Apr 2023 17:02]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Anna

Yeah that should be fine.

Kind regards

Ryan Derbyshire BSc (Hons) MSc MCIHT
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council

From: Anna Meer <anna.meer@dlpconsultants.co.uk>
Sent: 05 April 2023 13:24
To: Derbyshire, Ryan <Ryan.Derbyshire@lancashire.gov.uk>
Cc: Brad Loxley <Brad.Loxley@dlpconsultants.co.uk>
Subject: RE: LAN5089PD.Phynis Farm vehicle spec

Many thanks again for the below detail.

A quick question in terms of us commissioning the ATC, we were proposing to place the ATC tubes along Catlow Road in the vicinity of the private driveway road. This way it would capture speeds across the existing junction frontage. Would that be an acceptable approach to you?

Kind regards

Anna

Anna Meer BA (Hons) CMILT
Director
Sustainable Development and Delivery Team

Ground Floor
V1 - Velocity
Tenter Street
Sheffield
S1 4BY
T: 0114 228 9190
M: 07825189462
Email: anna.meer@dlpconsultants.co.uk



www.dlpconsultants.co.uk

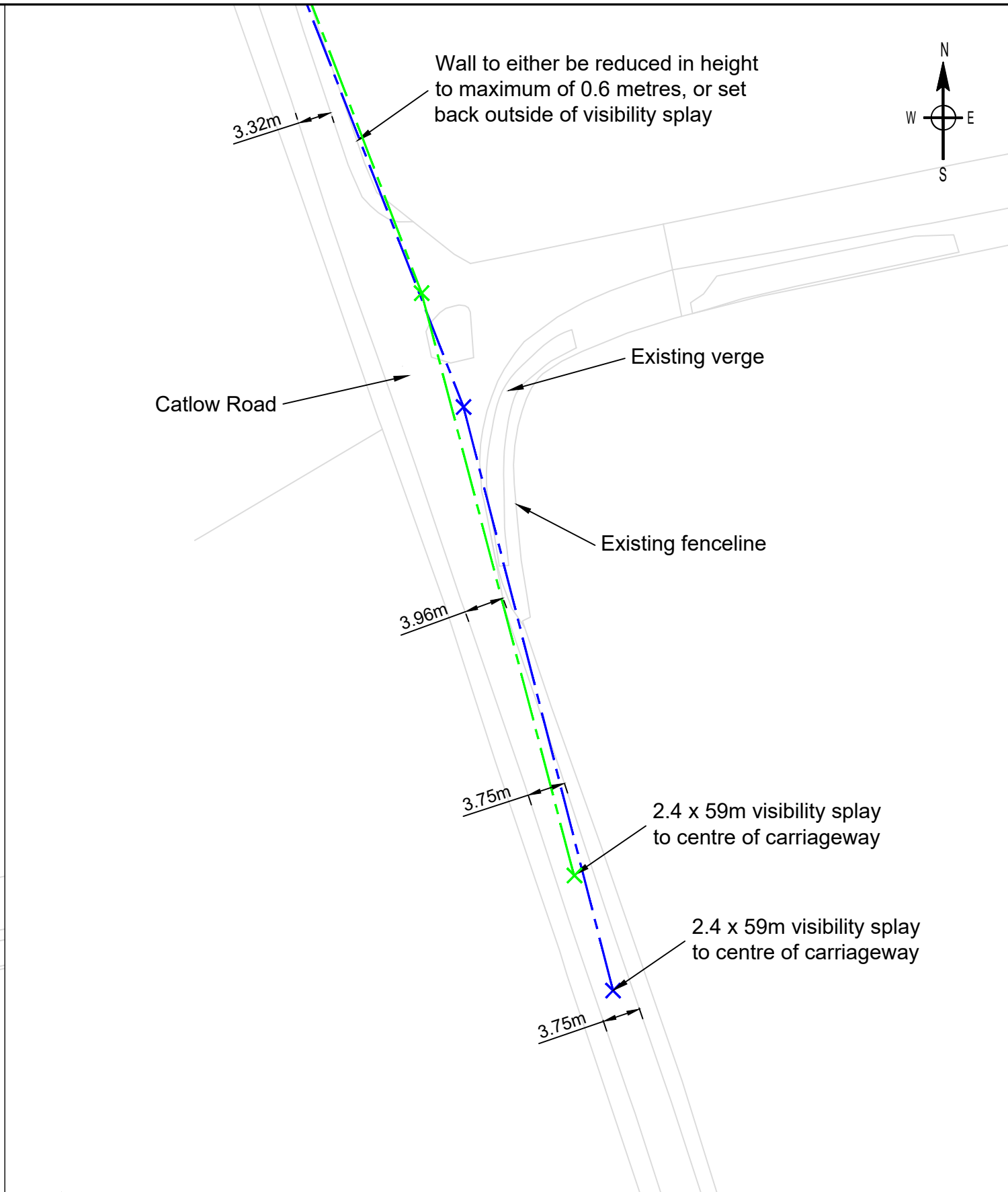
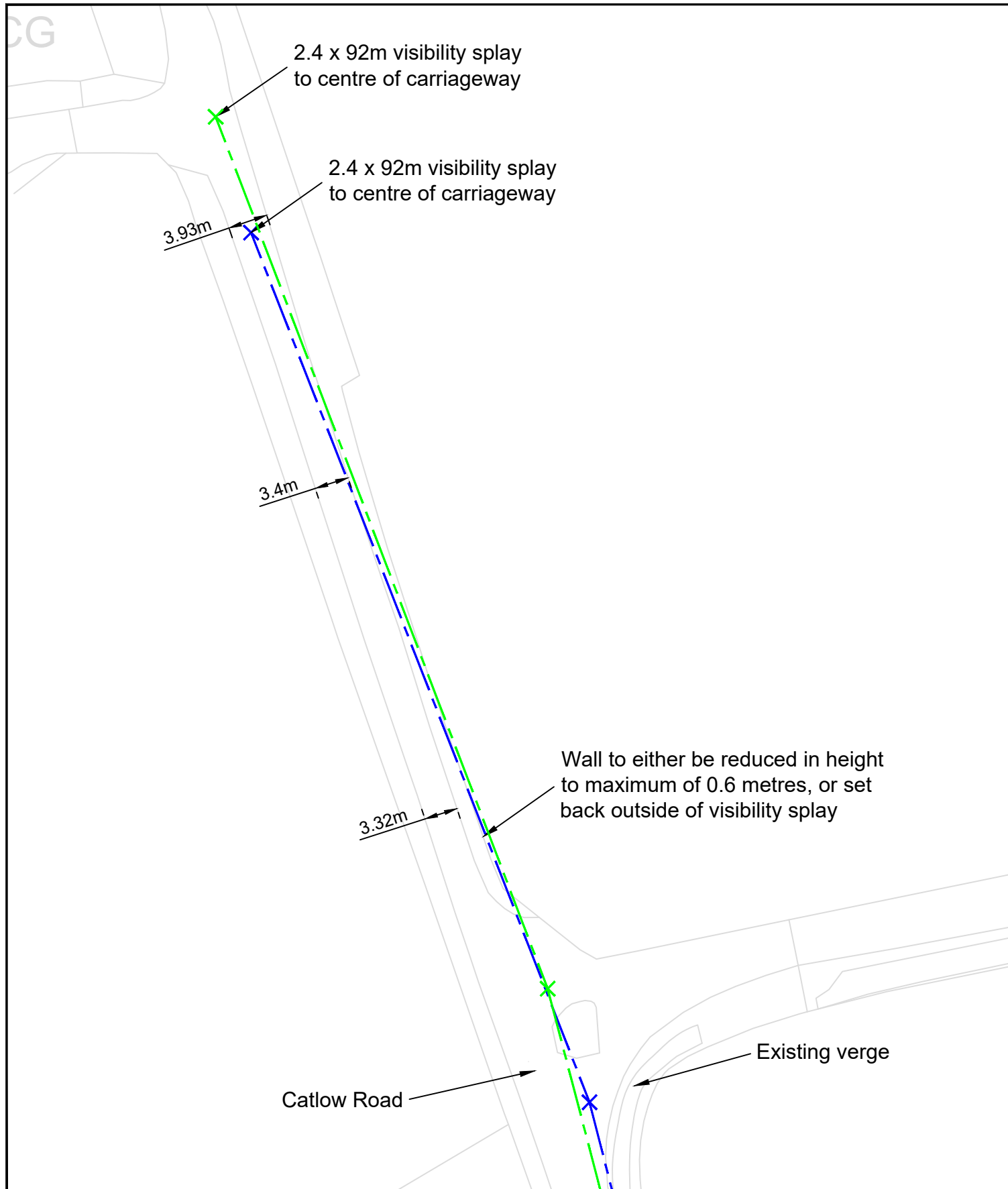
DLP Planning Limited is a limited company registered in England and Wales. Registered number: 2604863, Registered office: 4 Abbey Court, Priory Business Park, Bedford MK44 3WH and is part of DLP (Consulting Group) Limited. Registered number: 3161011.

Please note that the DLP (Consulting Group) Limited and its operating companies may monitor email traffic data and also the content of emails for the purposes of security. This email is confidential and may contain privileged information. It is intended only for use of the intended recipient. If you received it by mistake, please notify the author by replying to this email or telephone (01234 832 740). If you are not the intended recipient, you must not print, copy, amend, distribute or disclose it to anyone else or rely on the contents of this email, and you should DELETE it from your system. We make every effort to keep our network free from viruses, but you should check this email and any attachments for viruses, as we can take no responsibility for any virus which may be transferred by this email. Thank you.

Please be aware that there is significant risk, due to the increasing use of cyber fraud by criminals, affecting email accounts and specifically bank account details. Please note that our Company's bank account details will never change via email. Please be extra vigilant and recheck our bank account details with the person responsible for your matter before sending funds to us if you are in any doubt whatsoever. We will not accept any responsibility if you transfer money to an incorrect bank account.

*Save Paper - Do you really need to print this e-mail?
Try not to leave old messages attached unless they are relevant*

APPENDIX E Catlow Road / Private Road Access Junction Visibility Splay Drawing



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

Key

- Visibility splay from northern section of junction
- Visibility splay from southern section of junction

PROJECT
PHYNIS FARM, CATLOW ROAD, SLAIDBURN

CLIENT
UNITED UTILITIES GROUP PLC

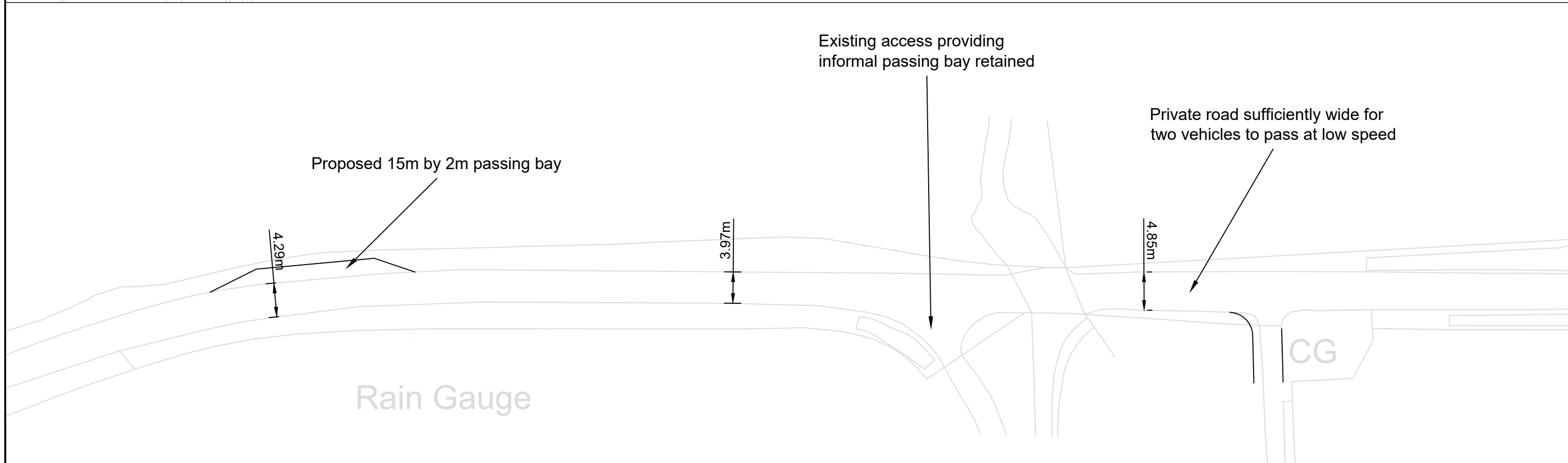
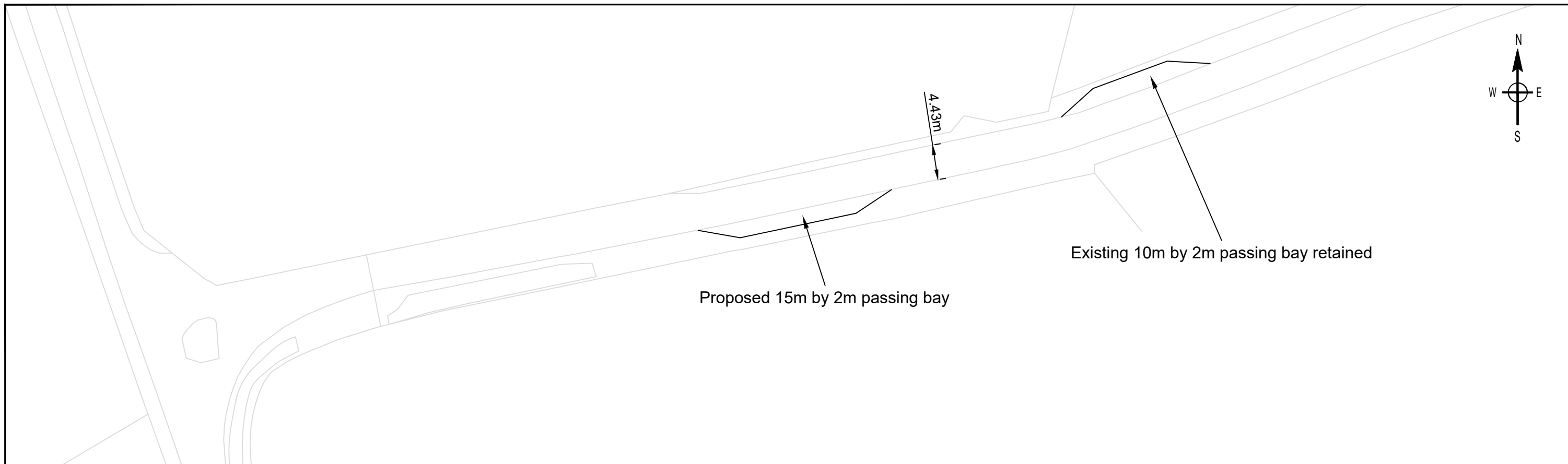
DRAWING TITLE
VISIBILITY SPLAYS AT JUNCTION OF CATLOW ROAD WITH PRIVATE ROAD

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
BL	JN	JN	24.05.23	1:500	PLANNING

DRAWING NUMBER	REV.
LAN5089PD-003	-

CAD FILE NAME : LAN5089PD-003

APPENDIX F Proposed Modifications to the Private Road



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT
PHYNIS FARM, CATLOW ROAD, SLAIDBURN

CLIENT
UNITED UTILITIES GROUP PLC

DRAWING TITLE
PROPOSED MODIFICATIONS TO PRIVATE ROAD
SHEET 1 OF 2

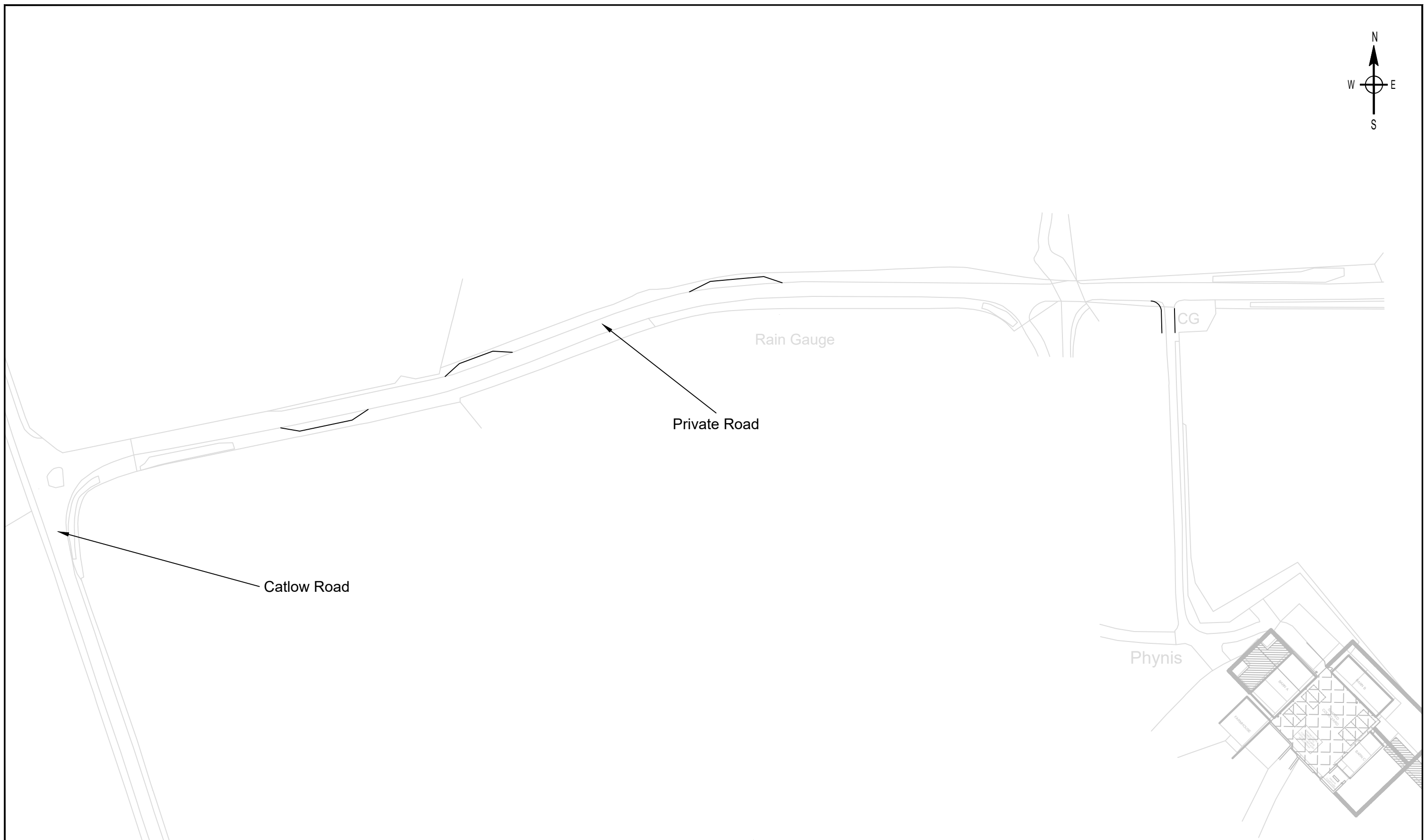
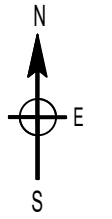
SDD
SUSTAINABLE DEVELOPMENT AND DELIVERY

DIP
DIP PLANNING LIMITED

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
BL	JN	JN	24.05.23	1:500	PLANNING

DRAWING NUMBER	REV.
LAN5089PD-002	-

CAD FILE NAME : LAN5089PD-002



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT
PHYNIS FARM, CATLOW ROAD, SLAIDBURN

CLIENT
UNITED UTILITIES GROUP PLC

DRAWING TITLE
PROPOSED MODIFICATIONS TO PRIVATE ROAD
SHEET 2 OF 2

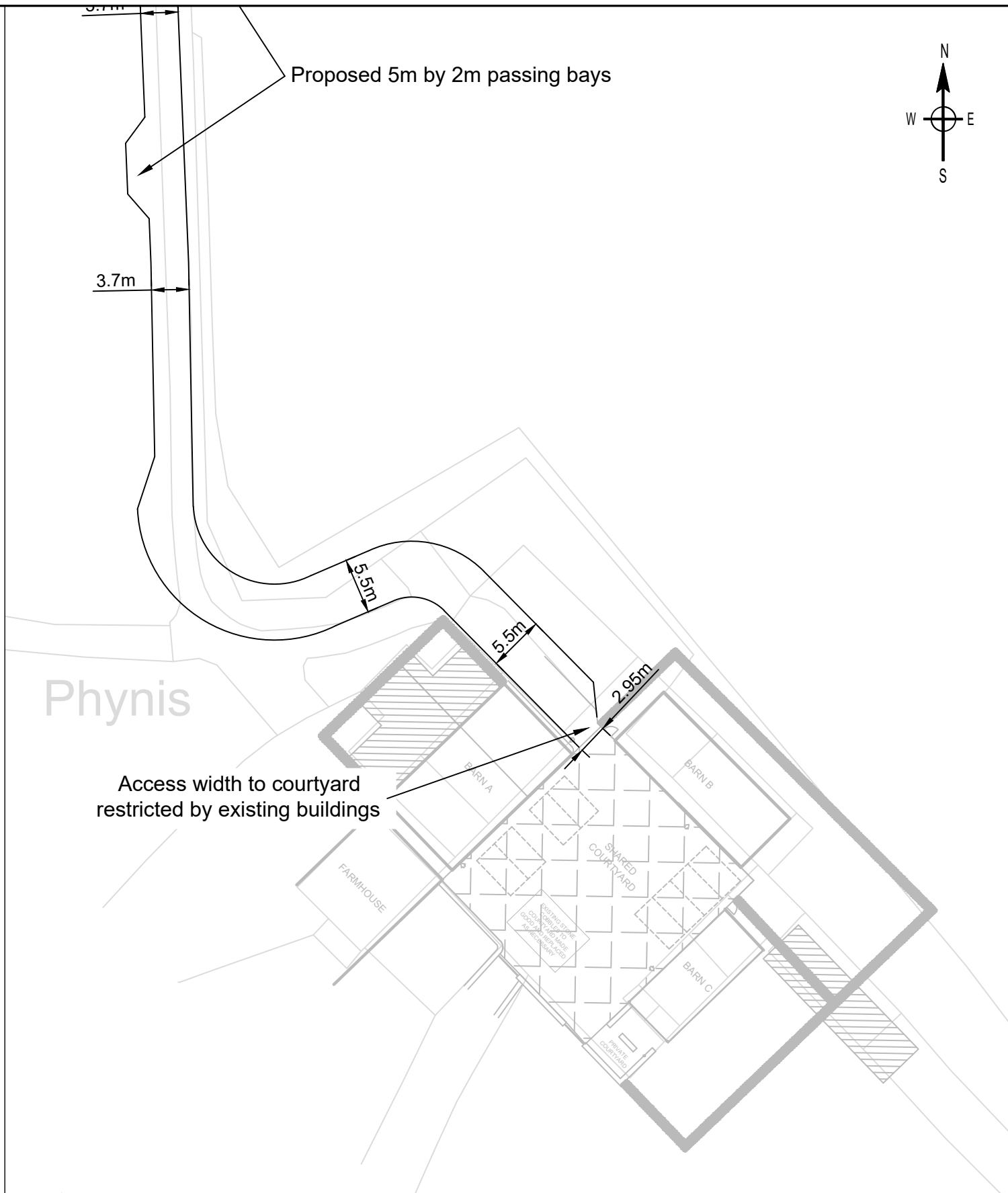
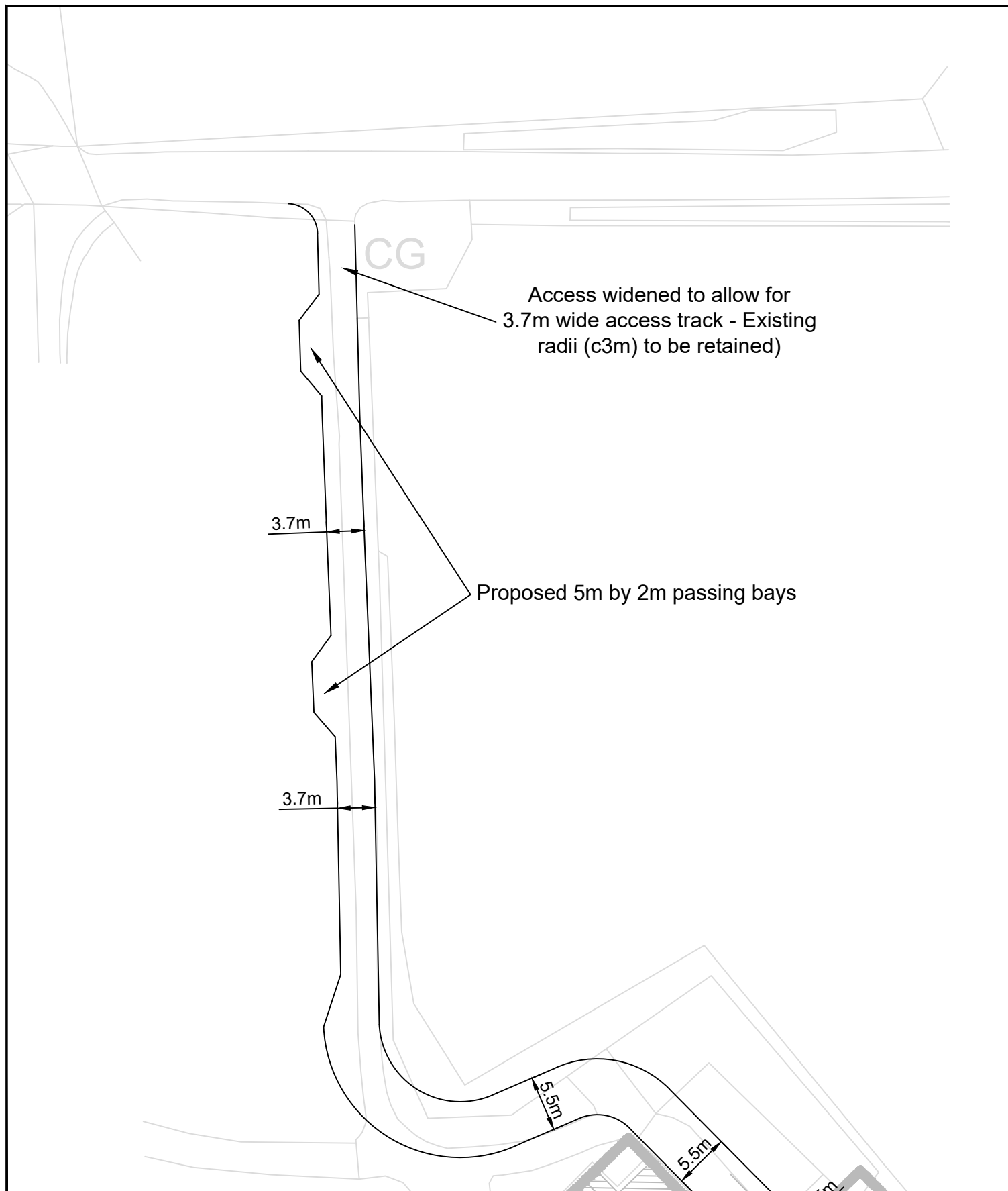


DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
BL	JN	JN	24.05.23	1:1,000	PLANNING

DRAWING NUMBER	REV.
LAN5089PD-002	-

CAD FILE NAME : LAN5089PD-002

APPENDIX G Proposed Modifications to the Access Track





Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT: PHYNIS FARM, CATLOW ROAD, SLAIDBURN CLIENT: UNITED UTILITIES GROUP PLC

DRAWING TITLE: PROPOSED MODIFICATIONS TO ACCESS TRACK

DRAWN BY: BL	CHECKED BY: JN	APPROVED BY: JN	DATE: 24.05.23	SCALES @ A3 SIZE: 1:500	ISSUE STATUS: PLANNING
--------------	----------------	-----------------	----------------	-------------------------	------------------------

DRAWING NUMBER: LAN5089PD-004	REV: -
-------------------------------	--------

CAD FILE NAME : LAN5089PD-004



BEDFORD

Planning / SDD / SPRU

bedford@dlpconsultants.co.uk

BRISTOL

Planning / SDD / SPRU

bristol@dlpconsultants.co.uk

EAST MIDLANDS

Planning/ SDD

nottingham@dlpconsultants.co.uk

LEEDS

Planning

leeds@dlpconsultants.co.uk

LIVERPOOL

Planning

liverpool@dlpconsultants.co.uk

LONDON

Planning

london@dlpconsultants.co.uk

MILTON KEYNES

Planning

miltonkeynes@dlpconsultants.co.uk

RUGBY

Planning

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD

Planning/ SDD / SPRU

sheffield@dlpconsultants.co.uk

