

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0100
Our ref: D3.2023.0100
Date: 17th April 2023

FAO Will Hopcroft

Dear Sir/Madam

Application no: **3/2023/0100**

Address: **Land west of Preston Road Longridge PR3 3BE**

Proposal: **Residential development of 91 units (plots 150-222 and 251-268) together with access roads, 200sqm community hall and associated parking, landscaping, footpaths, public open space and children's play area (amendment to previously approved reserved matters scheme 3/2021/0470 involving re-plan of site and net gain of 12 residential units).**

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 which is amending the internal layout of reserved matters application 3/2021/0470 to add an additional 12 dwellings to the site. Along with access roads, 200sqm community hall and associated parking, landscaping, footpaths, public open space and a children's play area at the land west of Preston Road, Longridge.

Lancashire County Council

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



The LHA are aware of the most relevant planning history at the site with it being listed below:

3/2018/0105- Application for approval of reserved matters following outline planning permission 3/2016/0974 for the erection of 256 dwellings, a local neighbourhood centre, access arrangements and associated landscaping/wildlife infrastructure. Permitted 25/05/2018.

3/2016/0974- Residential development including the erection of 275 dwellings, a local neighbourhood centre, access arrangements and associated landscaping/wildlife infrastructure. Permitted 18/09/2017.

There have also been numerous discharge of condition applications, associated with the conditions attached to the decision notices for the outline and reserved matters applications.

It is worth noting before reviewing the application, that the site following the proposal is aiming to provide 268 dwellings. This is 12 more than the permitted reserved matters application which was for 256 dwellings but is less than the outline application which was permitted for 275 dwellings.

It is also noting since the residential development was permitted by the Local Planning Authority (LPA) that Phase 1 and Phase 2 of the construction phase has been completed, meaning that over 124 dwellings have been erected along with the associated infrastructure. This application relates to Phase 3 of the development site which includes the land located to the northeast of the site where the compound area for the construction site is located and the land located to the northwest of the site which is currently grassland.

Site Access

The LHA are aware that the site will be accessed off Preston Road which is a B classified road subject to a 30mph speed limit.

The site access has already been approved under outline application 3/2016/0974 to serve 275 dwellings and has been fully constructed. Therefore, given that the access has already been approved to serve 275 dwellings which is more than the 268 dwellings this application is proposing, the LHA will not need to re-evaluate the site access following this proposal and so the LHA have no comments to make regarding the site access.

Trip Generation

The LHA welcome the Transport Consultant in the Transport Statement, providing a TRICS assessment for the proposal. However, given that the site has extant permission for 275 dwellings, following outline application 3/2016/0974 which is still more than what the developer is now proposing, with the site aiming to provide 268 dwellings following this application, the LHA have no comments to make regarding the impact the development would have on highway capacity.



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 studied MPSL drawing number 01 Rev S titled "Planning Layout", which details the site layout and require a few amendments to be made before the internal layout is at an adoptable standard. This is because of the following, which will be discussed below:

Internal Carriageway

The LHA have reviewed MPSL drawing number 01 Rev S titled "Planning Layout" and are aware that the main spine road throughout the site will be 5.5m wide. However, the width of the carriageway will reduce to 4.8m when the spine road connects to a junction which serves a cul-de-sac, for example the carriageway reduces to 4.8m when serving Plots 158-166.

While this does not comply with the LHAs guidance which requires the adopted internal carriageway to be a minimum of 5.5m throughout the site, the LHA in this case will accept the reduction in carriageway width to 4.8m when it serves a cul-de-sac which has a turning area. This is because during the permitted reserved matters application 3/2018/0105, the LHA accepted this feature as shown on MPSL drawing number 01 Rev C titled "Planning Layout". Therefore, it would be unreasonable to request that the internal carriageway is 5.5m wide throughout for Phase 3, while Phase 1 and 2 which have already been built, remain 5.5m for the spine road but the carriageway is able to reduce to 4.8m wide when serving a cul-de-sac.

Despite the LHA accepting the internal carriageway width, the LHA will request that the internal carriageway serving the community centre is 5.5m wide for the full duration of its length. This is because, while the proposed community centre is located adjacent to a cul-de-sac and subsequent turning area, the internal carriageway is likely to generate more traffic than the other arms of the internal carriageway which serves a cul-de-sac. Therefore, this part of the internal carriageway should be amended.

It is worth noting that the LHA are aware that the internal carriageway provides 2m wide footways either side, throughout the site.

Turning Areas

The LHA have reviewed Eddisons drawing number 3952-SP01 titled "Refuse Vehicle Swept Path Analysis" which shows a swept path of a refuse vehicle using all of the provided turning areas located in Phase 3 of the development.

The swept path shows that the wheels of the refuse vehicle when undertaking a manoeuvre at each individual turning area are extremely close to the footway. One of the reasons for this is due to the internal carriageway in these locations reducing to 4.8m wide, which reduces the space the refuse vehicle has, to reverse and exit the turning area in a forward gear.



Despite this, the LHA are aware that during the reserved matters application, 3/2018/0105, the same turning areas were approved and so the LHA have no further comments regarding the size or usability of the turning areas.

The LHA do require, however, that an amended swept path of a refuse vehicle using the turning area located adjacent to the proposed community centre is provided. This is because, following the amendments to the internal road network, as required above, the internal carriageway serving the community centre will be widened to 5.5m. Therefore, to ensure that the usability of the turning area is not compromised following the amendment to the carriageway width, the LHA require an amended swept path drawing.

Boundary Treatment

The LHA have reviewed FDA Landscaping drawing number R/2012/19 titled "Landscape Masterplan" and remind the developer that anything located within each individual Plots driveways visibility splays should be no higher than 1m. This is to ensure that nothing obstructs vehicular visibility which could hamper highway safety.

Currently, the LHA are aware by reviewing the above drawing that a fence is provided which measures 1.8m high and separates each Plots driveway. Therefore, this boundary treatment needs to be revised to comply with the LHAs guidance.

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.

However, the location of some of the Plots parking spaces should be revised. These Plots include 152, 158, 159, 165, 169, 209 and 251. This is due to the parking spaces being located a considerable distance away from the front of each individual Plot. This could cause occupants of the Plots to park on-street which is a concern given that these Plots are located either adjacent to a junction or a turning area, which is limited in size as mentioned above. Therefore, the LHA request that these spaces are relocated, or the developer provides a walkway from each Plots parking area to their garden and in turn rear door. These changes should be shown on an amended plan.

The LHA welcome that cycle storage facilities are provided at each plot, either in their respective garages or in a designated facility, as shown MPSL drawing number 01 Rev S titled "Planning Layout."

However, the LHA inform the developer that each Plot is required to provide a minimum of one electric vehicle charging point. This this can be conditioned at a later date.

The LHA have further reviewed MPSL drawing number 01 Rev S titled "Planning Layout" and are aware that the community centre will provide 10 car parking spaces. This complies with the LHAs guidance for its use. But the LHA will condition that the community centre provides a minimum of one electric vehicle charging point and some form of cycle storage facility is provided.



Internal Footpaths

The LHA have reviewed MPSL drawing number 01 Rev S titled "Planning Layout" and are aware that the site will provide an off-road pedestrian link from Pond 6 to Pond 7, which connects the site to the community centre and the surrounding site. As well as providing internal off-road links to the already approved 3.5m cycleway which is located at the northern boundary of the site.

The LHA welcome these links but will request the route is paved, drained and lit to an adoptable standard.

Sustainable Transport

The LHA are aware that the LHA have already secured contributions of £24,000 under a Section 106 agreement following outline application 3/2016/0974, for the LHA to review the submitted Travel Plan. Therefore, the LHA will not request further contributions.

The sustainability of the site and public transport improvements have already been reviewed and secured following outline application 3/2016/0974. Therefore, the LHA have no further comments to make.

Conclusion

The LHA require a few amendments to be made to the internal layout of the site before the LHA can have no objection to the proposal.

Yours faithfully

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

