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Your ref: 3/2023/0620  
Our ref: 3/2023/0620/HDC/KW  
Date: 06 September 2023

**Location:** Wood Top Farm Chipping Road Chaigley PR3 2TS  
**Proposal:** Proposed demolition of redundant barn and erection of farm worker's dwelling.  
**Grid Ref:** 365061, 442574

Dear Mr Will Hopcroft

With regard to your consultation letter dated 21 August 2023, I have the following comments to make based on all the information provided by the applicant to date.

### **Summary**

Lancashire County Council acting as the Local Highway Authority requests amended plans to address concerns regarding the proposed development due to the access width and the visibility splay provided.

### **Advice to Local Planning Authority**

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition of a redundant barn and the erection of a farm worker's dwelling.

The dwelling is located off Chipping Road, Chaigley (C354) which is a C classified road subject to a 60mph speed limit. The LHA are aware that an existing field access is present and will continue to serve a farm track alongside the proposed dwelling.

Therefore, the access should be widened to support vehicle movement both for the proposed dwelling and its agricultural use. Such an access should be 6m wide for at least 5m into the site.

There is also an existing access fronting the derelict farm building which should be reinstated prior to first occupation. It is noted within the proposed site plan, drawing 2299-03, that hedging is proposed along this access line which will support the closure of the access.

The site frontage directly abuts Chipping Road public highways, therefore the reinstatement of the redundant access may involve the excavation and subsequent reinstatement of areas of publicly maintained land which should be suitably constructed. The proposed access works and reinstatement work will need to be undertaken as part of a section 278 agreement of the 1980 Highways Act.

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**Lancashire County Council**  
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To ensure adequate intervisibility between highway users at the access a visibility splay set 2.4 metres back from the near edge of the carriageway and extending 201 metres along the nearside carriageway edge in both directions should be provided. (The sight line requirement is based on table 7.1 from Manual for Streets). The applicant should provide accurate details of the sight line requirement including the street scene in which it falls, and all the works required to achieve the splay, before determining the application.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

The sight line requirements may be reduced if the applicant can provide an acceptable traffic study, which indicates the 85th percentile traffic speeds are less than those detailed above. The traffic study would need to be carried out over a full week by an approved specialist showing the 85th percentile wet road traffic speeds in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the proposed new access.

A 3-bedroom dwellings, such as the proposed, requires 2 off-street parking spaces. The Proposed Site Plan shows that there is acceptable room for two vehicles to park to the East of the proposed dwelling. The need to enter the site in a forward gear is important given that the site is accessed off a C classified road, there are acceptable turning provisions proposed which will enable this.

At least two secure cycle spaces should be provided in dwellings where more than two bedrooms are to be provided. These may be provided in cycle sheds strategically located within the development in line with the guidance detailed within the Joint Lancashire Structure Plan.

Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles shall be included within the development to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

In order to progress this application we would look for a plan showing how our concerns may be allayed.

If you have any questions regarding my comments, please don't hesitate to get in touch.

Yours sincerely  
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