

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2024/0187
Our ref: D3.2024.0187
Date: 7th June 2024

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2024/0187**

Address: **Clayton Manor Ribchester Road Wilpshire BB1 9HU**

Proposal: **Proposed construction of four one-bedroom apartments in a purpose-built detached building with access off Ribchester Road, following demolition of existing garage. Resubmission of 3/2023/0930.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2023) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority advises the following reason for an objection:

1. Insufficient information being submitted which shows that the proposed development can provide a safe and suitable access for the scale of development. As currently presented, the site access lacks the adequate access width when serving 5 dwellings and vehicular visibility for a 30mph speed limited road. Therefore, the proposal is not in the interests of highway safety which is a reason for a highway objection as stated within paragraph 115 of the National Planning Policy Framework (2023).



Introduction

The Local Highway Authority (LHA) have been re-consulted on an application for the proposed construction of four one-bedroom apartments in a purpose-built detached building with access off Ribchester Road, following demolition of existing garage at Clayton Manor, Ribchester Road, Wilpshire.

The LHA previously responded to the application on 8th April 2024 requesting further information regarding the site access and the proposed internal layout. Since then, the following information has been submitted:

- Phil Heaton drawing titled "Visibility Splay 1" dated 14th May 2024.
- Drawing titled "Visibility Splays 2" dated 14th May 2024.
- Emails sent to the Local Planning Authority (LPA) dated 20th May 2024.

Including a further email sent to the LHA and LPA on 21st May 2023 from the Applicant, stating that they are unwilling to provide access improvements to make the development acceptable in highway terms.

Before beginning the revised highway comments, the LHA are aware that this application is a resubmission of application reference 3/2023/0930, which was withdrawn by the Applicant on 24th January 2024. The site is also associated with another planning application, which is listed below:

3/2010/0424 - Proposed 2no. new dwellings within the grounds of Clayton Manor. Permitted 08/10/2010.

Site Access

The proposal will utilise an existing access which currently serves Clayton Manor, a single dwelling. The access is located off Ribchester Road, a B classified road subject to a 30mph speed limit.

The LHA have reviewed Phil Heaton drawing titled "Visibility Splay 1" dated 14th May 2024 and require the site access to be widened to a minimum of 5.5m wide, up until the access reaches the gated access which serves Clayton Manor, approximately 11.5m away from the adopted carriageway. The LHA require the access to be this wide to ensure that there is adequate space for vehicles to turn into the proposed internal site access which serves the apartment block and to ensure that there is space for two vehicles to use the access simultaneously.

Unfortunately, the Applicant is unwilling to widen the existing access, which is currently 4m wide, citing viability issues. Therefore, given that the Applicant is unwilling to provide this information and undertake these works, the LHA object to the application with the site being unable to provide a safe and suitable access following the proposed intensification of use.

The LHA have also reviewed an email sent to the LPA on 20th May 2024 from the Applicant which states that the existing access can provide visibility splays of 2.4m x 16.7m to the



west and 43m to the east. While no amended drawing has been submitted which shows the value to the west, the LHA are unable to accept the shortfall in visibility with speeds likely being higher than the posted 30mph speed limit, given the geometry of the carriageway. The lack of visibility to the west further highlights the unsuitability of the access following the proposed intensification of use.

To overcome the shortfall in visibility to the west, access improvements can be made which removes the stone posts located at the entrance and setting back the boundary wall which fronts Ribchester Road further into the site. Alternatively, the height of the boundary wall can be reduced to 1m to ensure that the visibility splays are not obstructed.

Again, the Applicant is unwilling to make these changes to ensure that the access can provide the required visibility to support the proposed intensification of use. Therefore, as currently presented, the site is unable to provide a safe and suitable access which is not in the interests of highway safety following the proposed intensification of use.

Internal Layout

The LHA have reviewed Phil Heaton drawing titled "Visibility Splay 1" dated 14th May 2024 and are aware that each apartment will have access to one car parking space, which complies with the LHAs parking guidance.

The drawing also provides swept path analysis of a fire tender entering and exiting the internal layout. While the LHA are satisfied that the internal layout has the adequate space to provide an informal turning area for fire tenders and servicing vehicles no larger than 7.2m long alike, the LHA are concerned about the proposed internal access arrangements.

The LHA are concerned because large vehicles will have to immediately turn into the internal access serving the proposed development as they enter the site access. As shown on the tracking drawing, potential conflicts may arise between large vehicles and the boundary wall which separates the existing host dwelling (Clayton Manor) from the proposed site, as well as the gate provided at the access serving the proposal when turning into the site.

To overcome these potential internal conflicts when large vehicles are using the internal access, the LHA as mentioned in the last section have advised the Applicant to widen the access to 5.5m wide until it reaches the gate serving Clayton Manor. This way two-way movements can occur along the internal access track and there is more space for large vehicles to turn into and out of the site, as should be evidenced on a revised swept path drawing. However, due to viability issues as explained by the Applicant, with the boundary wall fronting Ribchester Road having to be altered as well, these access improvements have been rejected by the Applicant causing the LHA to object to the application.

Conclusion

As presented, the LHA object to the proposal with the site being unable to provide a safe and suitable access to cater for 5 dwellings. This is because the access lacks the adequate width and vehicular visibility to the west of the access to cater for the proposed additional vehicular movements.



To overcome the LHAs concerns associated with the access, access improvements can be made which includes widening the access to 5.5m wide until it reaches the internal access serving the host dwelling. Clayton Manor. And removing the stone posts located at the site entrance as well as relocating the boundary wall fronting Ribchester Road further into the site. Or alternatively reduce the height of the boundary wall to 1m to ensure that visibility splays of 2.4m x 43m can be provided in both directions.

Unfortunately, at this current time, the Applicant is unwilling to make the adequate access improvements deemed necessary for the LHA to support the application. Therefore, the LHA object to the application with the access not being deemed safe and suitable to support the proposed intensification of use.

Informatives

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

Ryan Derbyshire
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Highway Development Control
Highways and Transport
Lancashire County Council

