

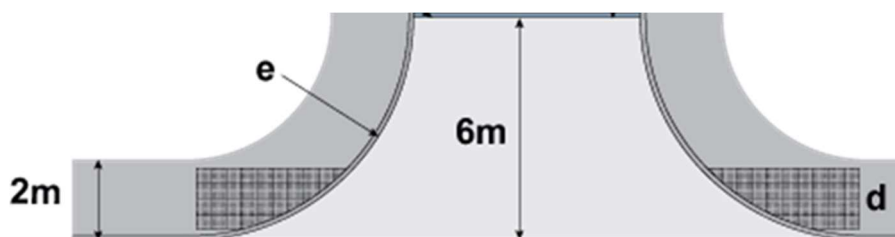
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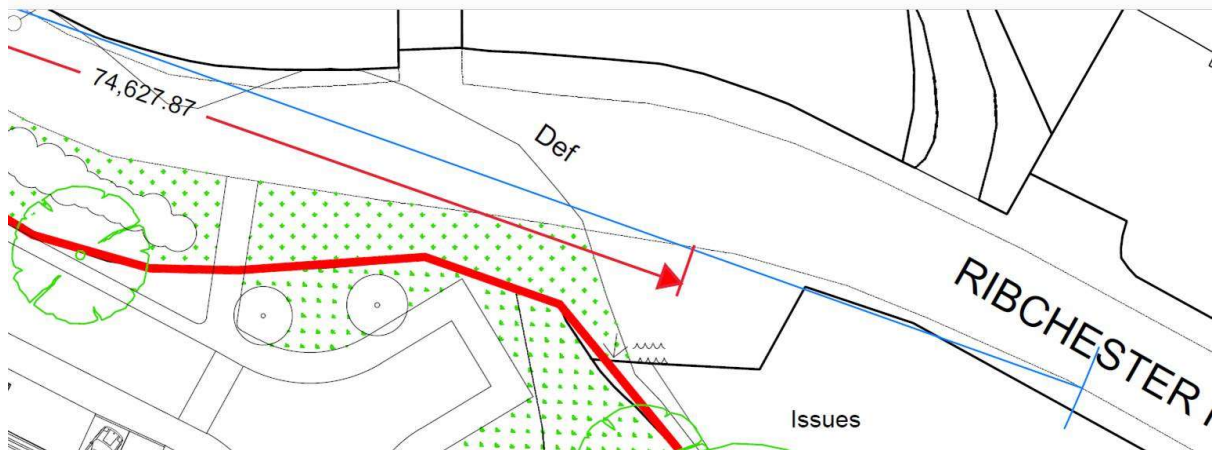
Good morning Ben,

Thank you for your email, whilst in principle the LHA have no objections to the application, there are further points with the proposed drawings which will need to be addressed before the LHA can advise that there are no highway safety concerns.

I have reviewed drawing 2405-P01 Rev D and whilst I note that the applicant has created a separate pedestrian access, crossing at the suggested location raises safety concerns due to its proximity to a bend. It would be more appropriate to direct pedestrians to the vehicle access point to cross over Ribchester Road as this falls within a straight section of road and provides better visibility than crossing near the bend. Therefore, a footway should be provided around the access point, a dropped kerb with tactile paving should be provided for pedestrians to cross at the access and it is expected that such a crossing will also be provided, at the expense of the applicant, on the opposite side to create a uncontrolled crossings point, the application will be expected to provide this under a section 278 alongside the access works. Similar to the below drawing as there is not a section of footway to connect to, I would look for a footway to cover at least the radius of the access. This should be clearly shown within an amended plan.



I have reviewed the visibility splay drawing 2405-V01 rev B, please can a blue edge drawing be provided showing that the cross-over in the below photo falls within the land the applicant controls? Any obstructions, fencing or vegetation which falls within the section will need to be removed/reduced in height to 0.9m. If this section does not fall within the applicant's land, then it would reduce the visibility splay and a speed survey will be required to measure the 85<sup>th</sup> percentile of traffic speeds along this stretch of road.



About the other points raised, in the first instance, the local highway authority will ask that all designs are to adoptable standards, whether the roads are to be adopted or not. This falls in line with national guidance on road design and creates safe and suitable roads for everyone. Given the nature of the development, holiday lets, the access and internal road are likely to be used by people who are unfamiliar with the road layout. Given this, the access should allow two-way movement and be designed so that it is a minimum of 5.5m wide for at least 5m behind the edge of the carriageway. From the current drawing, I note that this is shown. The access and internal road should also be appropriate to take deliveries and refuse collection vehicles and not impede the flow of traffic on Ribchester Road. Whilst some consideration can be given to the width of the internal road layout, where standard road widths are achievable these should be provided.

Kind regards,

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council