

Ribble Valley Borough Council  
Council Offices  
Church Walk,  
Clitheroe  
Lancashire  
BB7 2RA

Phone: 0300 123 6780  
Email: [Kathryn.Walsh@lancashire.gov.uk](mailto:Kathryn.Walsh@lancashire.gov.uk)  
Your ref: 3/2024/0798  
Our ref: 3/2024/0798/HDC/KW  
Date: 26 November 2024

**Location:** Land off Back Lane Chipping PR3 2QA  
**Proposal:** Proposed agricultural building for storage and livestock.  
**Grid Ref:** 362148 441512

Dear Ben Taylor

With regard to your consultation letter dated 15 November 2024, I have the following comments to make based on all the information provided by the applicant to date.

### **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.

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

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed agricultural building for storage and livestock at Land off Back Lane Chipping PR3 2QA.

#### **Site Access**

The LHA have reviewed the Location Plan, drawing 0 0 A and notes that the site has an existing field gate access located on Back Lane, the C565, which is a C classified road, subject to a 60mph speed limit.

Currently, the access appears to be unsurfaced with a gate setback. Following the proposal the LHA will ask that access improvements take place. An appropriate agreement will need to be entered into by the applicant in order to create an appropriate vehicle crossing over the existing verge to the carriageway.

The access use may be intensified following the development and therefore the LHA require a detailed access drawing clearly showing the width of the access required to serve the site. The LHA require new agriculture access's or those that require improvements due to intensification of the existing use to be at least 6m wide and feature

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a standard kerb radii in order for agriculture vehicles to pull clear of the carriageway without any overrunning of the verge. A radius kerb line will also allow for smoothing turning and support exiting the carriageway without delay.

The LHA would also expect the access to be hard surfaced, extending from the adopted highway boundary, for a minimum distance of 10m into the site. The surface shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to prevent debris from being deposited onto the highway.

Any gates to be situated at the access will also be required to be positioned to allow the largest vehicle accessing the site to pull clear of the carriageway, this should include any trailers or other accessories which are towed behind a vehicle. The LHA would request that the gates be set back to allow such vehicles to be fully clear of the carriageway before operating the gate. The LHA would expect the gates to be set back at least 10m into the site.

Following the intensification of the site access, a visibility splay drawing shall be provided to support the access use, these either need to be in line with the Design Manual for Roads and Bridges (DMRB), CD123, Chapter 3 which would require a splay 2.4 metres back from the near edge of the carriageway and extending 215 metres along the nearside carriageway edge in both directions on a 60mph classified road such as Back Lane.

Or the applicant can undertake a speed survey and the visibility splay will need to be based on the 85th percentile speeds from a full weeks speed survey undertaken in a neutral month. The traffic study would need to be carried out by a recognised professional data collection company 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 access.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing should 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.

### **Internal Layout**

The LHA are also aware that no parking or turning plan has been submitted to support the application. Consideration should be given to a formalised turning area for the largest vehicles accessing the site.

The LHA requests that a swept path analysis be provided showing the largest vehicle which will be accessing the site following the development. This is to ensure that the vehicles proposed to use the access, as detailed within the statement, following the development can turn into the site without any overrunning.

Furthermore, the LHA will require a swept path drawing of the largest vehicle using the site turning within the site. This is to ensure that the area is suitable and that an adequate turning area is provided to enable the vehicle to exit in a forward gear.



This information should clearly show that the access and internal layout is adequate for the types of vehicles which service the site.

**Conclusion**

Before the LHA are able to fully determine the application further information regarding the site access and the internal layout should be submitted in the form of a detailed access drawing as well as swept path analysis and visibility splay drawings to support the application. This further information will allow the LHA to fully assess the application.

Yours sincerely

Kate Walsh

Assistant Engineer  
Highway Development Control  
Highways and Transport  
Lancashire County Council  
T: 01772 533235  
W: <http://www.lancashire.gov.uk>

