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Your ref: 3/2024/0798
Our ref: 3/2024/0798/HDC/KW
Date: 24 February 2025

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 5 February 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

The Local Highway Authority's advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework 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 advise the following reason for refusal:

1. The proposal, if permitted, would lead to the intensification of use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 115 and 116 of the National Planning Policy Framework.

Introduction

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

The LHA previously provided comments on the application dated 26 November 2024 and 10 January 2025 in which the LHA requested a swept path analysis, a traffic survey and visibility splay drawings to support the application.

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Site Access

The LHA are aware that the site has an existing field gate access located on Back Lane, the C565, which is a classified road, subject to a national speed limit. Currently, the access appears to be unsurfaced with a gate setback.

An amended detailed access drawing has been provided, Drawing No 0 8, dated January 25, which shows the width of the access to range between 8.9m wide at the carriage edge to 5.1m where it meets an internal gate. A 6m kerb radius is also shown which supports agricultural vehicles to pull clear of the carriageway without any overrunning of the verge.

The LHA also note from Drawing No 0 8, dated January 25, that the access is to be hard surfaced, extending from the adopted highway boundary, for a minimum distance of 10m into the site. The access gate is noted to be set back at least 10m which will allow vehicles to enter the access clear of the carriageway before operating the gate.

The applicant has since provided a traffic study which details the 85th percentile of traffic speeds over 7 days to be 39.6MPH in the northeast-bound direction and 41.2 in the southwest-bound direction past the access. Given that Back Lane is a classified road visibility should be provided in line with the guidelines described in the DMRB CD109, Chapter 2, Design Speed.

When considering this guidance, the site should provide a visibility splay of 120m in both directions. The provided visibility splay for the site as detailed in Drawing No 0 8, dated January 25, titled Proposed Site Plan (Access entrance) shows that a visibility splay of 85m can be achieved in the southwest-bound direction which results in a shortfall of 35m. In the northeast-bound direction, a visibility splay is also drawn to 85m however the splay does not follow the carriageway edge and is 3.5m off-set at 85m. In reality, the visibility splay can be achieved to approximately 61m which results in a shortfall of 59m than the required 120m. The natural curvature of Back Lane means it is unlikely that the visibility can be achieved in the northeast-bound direction.

Consequently, the proposal would intensify the use of an access that lacks adequate visibility, posing significant highway safety concerns and contravening paragraphs 115 and 116 of the National Planning Policy Framework.

Internal Layout

The LHA has reviewed drawing number 601-24-1, which provides a swept path analysis for a tractor and trailer, entering, exiting, and turning within the site. The swept path analysis shows that the proposed access can support entry and exit. However, the internal turning area does go outside of the red edge of the development. The LHA has previously raised concerns on this matter and asked that the red edge be extended to include the internal turning provisions.

Conclusion

The LHA has identified significant concerns that pose highway safety risks and non-compliance with the National Planning Policy Framework. The proposed development would lead to the intensified use of an access that currently lacks adequate visibility. The

required visibility splays of 2.4m x 120m has been shown that it is not achievable resulting in a substandard access which is contrary to paragraphs 115 and 116 of the National Planning Policy Framework.

Yours sincerely

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