

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

Phone: 0300 123 6780
Email: Kathryn.Walsh@lancashire.gov.uk
Your ref: 3/2024/1019
Our ref: 3/2024/1019/HDC/KW
Date: 30 January 2025

Location: Kemple Down Birdy Brow Chaigley BB7 3LR
Proposal: Proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store.
Grid Ref: 369446 440780

Dear Ben Taylor

With regard to your consultation letter dated 9 January 2025, I have the following comments to make based on all the information provided by the applicant to date.

The Local Highway Authority (LHA) are in receipt of an application for a proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store at Kemple Down, Birdy Brow, Chaigley, BB7 3LR.

The LHA understands that the site has two existing accesses as shown on drawing EX.01, Rev B. The application includes the removal of the access which sits further south on the highway frontage.

On site observations, found that the access which sits further south has a clearer visibility splay than the access which the applicant would like to retain, therefore there are concerns that the proposal will result in an access which is not acceptable in terms of highway safety.

To ensure adequate intervisibility between highway users at a new access a visibility plays set 2.4 metres back from the near edge of the carriageway and extending 215 metres along the nearside carriageway edge in both directions should be provided, as prescribed in the DMRB.

Whilst the Proposed Site and Roof Plan drawing PL.04 Rev A shows that a visibility splay has been provided, the drawing does not clearly show the entire splay. Therefore, it is expected that the applicant provides a clear visibility splay drawing meeting the requirements above or the maximum splay that can be achieved in both directions at the access.

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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.

There is also a concern regarding the materials for the driveway, the driveway should be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to prevent debris being carried onto the highway, therefore the current gravel surface is not acceptable.

The LHA has reviewed drawing number PL.04, Rev A and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. There is also room to turn within the site and leave in a forward gear, however it would be of benefit for turning provisions to be away from the highway edge.

To conclude the current proposal to remove the southern access raises concerns due to its superior visibility compared to the retained access. To address these concerns, it is imperative that the applicant submits a detailed visibility splay drawing that clearly delineates the maximum achievable splay in both directions. Additionally, the present gravel surface of the driveway is unsuitable, and it must be replaced with hard materials to prevent debris from moving onto the highway. Lastly, the internal layout complies with parking standards, but relocating turning areas away from the highway edge would further enhance safety.

Yours sincerely

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