

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

Phone: 0300 123 6780
Email: Kathryn.Walsh@lancashire.gov.uk
Your ref: 3/2025/0038
Our ref: 3/2025/0038/HDC/KW
Date: 12 March 2025

Location: Units 3 3A 4 and 4A Cheetall Farm Clitheroe Road Bashall Eaves BB7 3LH
Proposal: Proposed demolition of single-storey rear and side extensions and conversion of barn to two dwellings with associated curtilage and parking areas.
Grid Ref: 371958 441992

Dear Maya Cullen

With regard to your consultation letter dated 26 February 2025, 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 (LHA) 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 demolition of single-storey rear and side extensions and conversion of barn to two dwellings with associated curtilage and parking areas at Units 3 3A 4 and 4A Cheetall Farm Clitheroe Road Bashall Eaves BB7 3LH.

Site Access

The site will be accessed via an existing access on to Clitheroe Road which is a classified road, the C573, with a national speed limit fronting the site access. The LHA are aware that the site access will remain unaltered following the proposal. The site access is at least 7m wide which is acceptable and whilst the private access track to the site is narrow there are 2 passing places along the track.

However, the LHA would ask that visibility splays be provided at the access with Clitheroe Road. To ensure adequate intervisibility between highway users at the access a visibility

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splays 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.

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.

Or alternatively the applicant can provide an observed traffic speed study, which indicates the 85th percentile traffic speeds are less than the posted national speed limit and provide a visibility splay drawing in line with traffic speeds. The traffic study would need to be carried out by an approved specialist 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 applicant should provide accurate details of the required sight line requirement, before determining the application.

Internal Layout

The LHA have reviewed drawing number No 0 7 B titled Proposed Site Plan (with GF plan) and whilst 2 off street parking spaces have been proposed to serve each dwelling, there are concerns regarding the proposed parking areas.

Unit 1's provisions are surrounded by a wall which will obstruct the use of the parking area, spaces should measure 2.4m x 5m and where they are adjacent to a fence or similar obstruction an additional width of 0.6m should be provided. Where the driveway is shared pedestrian access an additional 0.8m should be provided. A 3 bedroom dwelling should have at least 2 off street parking provisions to comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan

Unit 2 is a 4-bedroom dwelling and as such at least 3 off street parking provisions shall be provided to comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

Should the parking areas remain gated it is recommended the gates open inwards or are of a sliding type so as not to obstruct the private access road. To enable inward gates to work alongside the parking area, it is recommended the parking is set further back so that the gates can be operated with a vehicle parked.

Sustainability

Given the site's disconnected location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles as such the highway authority would expect adequate parking spaces be provided for each dwelling.

The site shall also increase its sustainable transport options to encourage and promote sustainable transport use. This LHA ask that such options are conditioned as part of any approval granted.

Therefore, the development shall include covered secure cycle storage of a minimum of 2 bicycles per dwelling to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

Conclusion

To conclude, the Local Highway Authority (LHA) has reviewed the proposal for the demolition, extension, and barn conversion at Cheetall Farm and has identified key considerations regarding the site access, internal layout, and sustainability.

While the existing access to Clitheroe Road is acceptable, visibility splays must be provided to assess the visibility of the current access. Off-street parking provisions need to meet the required standards, and adjustments may be necessary to optimize usability and avoid obstruction. The sustainability of the site also demands enhancements, such as secure cycle storage and electric vehicle charging points, to promote eco-friendly transport alternatives.

The applicant is encouraged to address these requirements to ensure compliance with the LHA's guidance.

Yours sincerely

Kate Walsh

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