

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

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0414
Our ref: 3/2025/0414/HDC/KW
Date: 17 June 2025

Location: Land to the south of Chatburn Old Road Chatburn
Proposal: Permission in Principle for proposed residential development of up to nine dwellings.
Grid Ref: 376586, 443972

Dear Stephen Kilmartin

With regard to your consultation letter dated 28 May 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the permission in principle of the development and are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site subject to the following points being addressed as part of any future detailed planning application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for permission in principle for the proposed residential development of up to nine dwellings at Land to the south of Chatburn Old Road, Chatburn.

The LHA are aware of the relevant planning history for the site, which is as follows:

3/2022/0500 - Technical Details Consent for residential development of up to 9 dwellings following Permission in Principle application 3/2018/0582 and appeal APP/T2350/W/19/3223816. Refused.

3/2018/0943 - Residential development of up to nine units (resubmission of application 3/2018/0582). Refused.

3/2018/0582 - Residential development of up to nine units. Refused. The application was appealed under APP/T2350/W/19/3223816. The appeal was allowed, and permission in principle was granted.

Continued...

Site Access

The LHA are aware that the site will be accessed off Chatburn Old Road which is an unclassified road subject to a 30mph speed limit.

Should the proposal be permitted, as part of the technical details, the LHA would expect the new access to provide visibility splays of 2.4m x 43m to the right of the access. Usually, the LHA would require the visibility splays of 2.4m x 43m in both directions, however the LHA is aware that the highway ends approximately 35m to the left of the access. Therefore, the LHA will accept the maximum visibility the access can provide to the left of the access.

The new access should be a minimum of 6m wide and be provided with a kerb radius which should be supported by a swept path analysis drawing showing a refuse vehicle entering and exiting the site. The swept path analysis drawing will allow the LHA to assess whether the access width is adequate for a refuse vehicle and also show that two movements can occur when a large vehicle is using the access.

Any future new access will need to be constructed as part of an appropriate legal agreement with Lancashire County Council as Highway Authority prior to the start of any development.

Off-site Highway Works

Should the proposal be permitted, when technical details are submitted the LHA will require a number of Off-Site Highway improvements to be made which will support the intensification of the use of the site.

The LHA will request that a number of Traffic Regulation Orders (TRO) are provided at the junction between Crow Trees Brow and Ribble Lane; junction between Ribble Lane and Old Road; and along Old Road.

The LHA inform the reader that these requirements are subject to change, following agreements with the LHAs Traffics team and following a public consultation where the locations of these TROs will be identified. But these requests are required for highway safety reasons.

The site will also benefit from a street lighting scheme for the existing street lighting to continue up to the access point which will improve road safety, especially for those using the route to walk, as there is a lack of pedestrian facilities along Old Road. Further mitigation may be required to support highway safety, subject to further information at the technical detail stage.

Internal Layout

Should the application be granted, at the technical details stage, the LHA would expect the carriageway throughout the site to measure 5.5m wide and have 2m wide footways either side. This should be consistent throughout the site and in line with inclusive mobility guidance.

To ensure that the minimum width of the carriageway and the layout is adequate, a swept path analysis drawing showing a refuse vehicle using the internal layout is required. The drawing should also show how the refuse vehicle turns within the site to exit the site in a forward gear.

To ensure speeds along the internal road do not exceed 20mph, the LHA will require some form of traffic calming, for example speed tables to be used. The distance between each speed calming feature should not exceed 80m.

Lancashire County Council has a detailed Estate Road Specification guidance that outlines the design criteria for estate roads and expects all developments to be built to these standards, even if they are to remain private. The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

Parking

Should the application be granted, at the technical details stage, the LHA would expect the proposed development to comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA expect private drives to have a minimum width of 3.2m where they are used for vehicular access and pedestrian access to a property and have the minimum dimensions for a standard off-road parking bay which is 2.4m wide by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The LHA would also remind the applicant that the recommended minimum internal single garage size to be 6x3m and this includes integral garages. Where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be count as a parking space and the applicant should provide an additional parking space for each garage affected.

All new dwellings are expected to provide a universal electrical supply suitable for charging an electric motor vehicle and facilities to provide secure and covered cycle storage.

Sustainable Transport

The LHA are aware that the site's closest bus stop is located along Ribble Lane, which is approximately 300m away from the sites access. The bus stop serves hourly services to Clitheroe, Nelson and other smaller settlements including Waddington, West Bradford, Grindleton, Downham, Newchurch. The site is also located within close proximity to local shops and other amenities.

Drainage

The applicant, if permission is granted, will be required to submit a drainage strategy as part of a future application. Consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.

Public Right of Way

Please note that there are Public Rights of Way's (FP0311001) through the application site which must not be obstructed during the proposed developments. The granting of planning permission does not constitute the diversion of a Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

Yours sincerely

Kate Walsh
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council
T: 0300 123 6780
W: <http://www.lancashire.gov.uk>