

KEY PLAN @ 1:2000
 - blue lines showing full extents of visibility splay and general profile of road beyond

PROPOSED FIELD ACCESS

blue lines indicate 2.4 x 160.0m visibility splay set from centre of proposed access. this visibility splay could be provided with minimum disturbances to existing fence line and landscape features.

any vegetation, hedges and fences within splays (and within applicant's ownership) are to be managed to below 1m in height. existing fence line to be realigned behind visibility splay as necessary and linked with proposed gate.

proposed gate to be set back min. 10m from nearside edge of public highway to allow vehicles to manoeuvre off the highway and open a closed gate without blocking the highway.

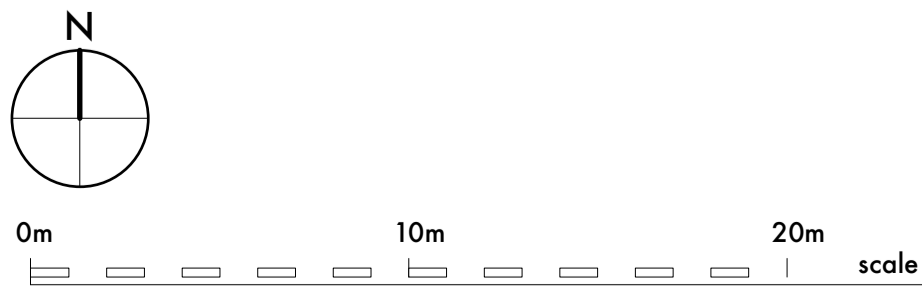
ground surface finish up to gate to be in tarmacadam in attempt to prevent any loose surface materials from being carried onto the public highway. wheel washing to be undertaken as necessary to suit LCC's request (albeit LCC accepted that mud/debris cannot be entirely eliminated).

6m wide access and 6m radius accommodated to suit LCC highways pre-app advice dated 26th September 2024.

broken magenta lines indicate root protection areas (rpa's) to retained trees. proposed access positioned between rpa's of T2 and T3/4 to minimise any disturbances.

red dots indicate trees identified as 'unsuitable for retention' to be removed alongside small section of low quality hedgerow. see supporting tree survey.

hedges to be planted either side of proposed access and behind proposed fence line as replacement/compensatory offering for hedge removal. see supporting BNG metric/map.



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revision	date	note
A	19.08.2024	issued for highways pre-app
B	14.08.2025	issued for planning

GENERAL NOTES

clitheroe road is a classified unnumbered road (or C-road) and has a national speed limit designation.

given the features of the road in the immediate vicinity (i.e. a sharp dog leg at cow ark bridge/brook within 200m to the north) it is unlikely that any vehicles are travelling at the full national speed limit designation around the proposed access - see key plan for further OS context. any northbound traffic is generally slowing for the upcoming bend/bridge whereas any southbound traffic will not have had the distance from the bend/bridge to build up to full speed.

with the above in mind, visibility splays of 160m are illustrated to the proposed field access to prepare for an 85th percentile speed of all vehicles of between 45-53mph. this is seen as an appropriate average speed for the area and was accepted by LCC as part of the highways pre-app advice dated 26th September 2024.



visibility at proposed access - looking left



visibility at proposed access - looking right

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