

PROPOSED RESIDENTIAL DEVELOPMENT, BIRDY BROW, CHAIGLEY, CLITHEROE HIGHWAYS NOTE (V3) - NOVEMBER 2025

Introduction

Eddisons have been instructed by Mr David Dennis to advise on the transport and highways matters relating to a planning application for a replacement dwelling at Kemple Down, Birdy Brow in Chaigley, Clitheroe.

Planning History and Background

It is understood that the site has been subject to at least two recent planning applications as detailed below:

- App ref no. 3/2024/1019; and
- App ref no. 3/2025/0240)

App ref no. 3/2024/1019 related to the *'Proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store'*.

The highways comments in the consultation responses were referred to at length in the previously submitted Highways Note prepared by Eddisons, dated October 2025 ref Highways Note v2. The previous Note is contained within **Appendix 1** for easy reference.

Following submission of the Note and a revised access plan, additional comments were received from the highways department at LCC, dated 10th November 2025. These latest set of comments are provided at **Appendix 2**.

In summary, LCC advised that further information would be required as *'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'*.

In conclusion, the LCC response advised that:

'While the LHA acknowledges the site's planning history and the applicant's intention to consolidate access arrangements, it does not consider that the submitted application fully assesses the highway impact of the development. The LHA has significant concerns regarding the positioning of the proposed access, which lies approximately 28 metres from a bend in the road. This is notably closer than the existing access, which sits 58 metres from the bend. The reduced separation raises highway safety concerns due to limited visibility and the increased potential for conflict with through traffic.'

While the LHA has previously accepted reduced splays of 59 metres north and 65 metres south based on observed vehicle speeds and the safety record of existing accesses, it cannot support any further reduction, particularly at a new location with no established safety record.

The LHA therefore recommends that the applicant submit an amended plan relocating the proposed access further from the bend and achieving visibility splays of at least 59 metres to the north and 65 metres to the south'.

Revised Access Arrangements

In response to the latest comments, the proposed access arrangements have been re-considered and the following is now proposed:

- Entrance only access at the previously proposed two-way access location, i.e. approximately 28 metres to the south of the bend in the road;
- Egress/exit only from the approximate location of the existing (northern) access; and
- Closure of the existing (southern) access, as previously proposed.

The revised access proposals are shown in **Drawing ref no. 5017/F02 Rev A**.

This arrangement will ensure there is no conflict or visibility issues for vehicles *entering* the site.

In accordance with the dimensions specified by LCC above, the proposed egress, can achieve visibility splays of 59 metres north and 65 metres south. As advised by LCC *'These splays are based on observed vehicle speeds and the safety record of existing accesses'*.

In light of the above, the revised access proposals are deemed to address the previously raised road safety issues and as such should be deemed acceptable to LCC.

The revised access arrangements are also illustrated in the landscaping plan (Drawing ref no. M3792-PA-01-V2-Landscape Layout, as included in this Note.

As set out in the previous Note:

- The segregation of vehicles entering and leaving the site via separate access points removes the potential road safety issue.
- The location of the proposed *entrance only* access raises no issues in terms of visibility or safety.
- The new location of the site *egress* can achieve the required visibility splays, as specified by LCC and therefore be deemed acceptable.
- The existing southern access continues to be proposed to be closed off.
- The site is already generating a low number of vehicle movements onto Birdy Brow, which will continue to be the case.
- There are various similar access points serving other residential properties in the vicinity.
- Traffic along Birdy Brow is likely to be very local, with drivers making habitual journeys and so will be well aware of the potential for vehicles to be exiting properties along there.
- The narrow, rural nature of Birdy Brow, also lends itself well to promoting slow speeds.
- Similarly, given there are no footways or street lighting, drivers are most likely to be travelling well below the National speed limit.
- There have been no recorded accidents in the vicinity of the site over the last 5 years.
- The area does not therefore have a poor safety record.

Conclusions

This note has considered the proposed residential development on Birdy Brow and the revised access arrangements.

It can be concluded that:

- The revised access proposals can achieve the required visibility splays in line with the requirements of LCC.
- The natural bend in the road and other relevant factors will all assist in keeping vehicle speeds low.
- The area does not have a poor safety record with no accidents in the last 5 years being recorded.

In conclusion, it is Eddisons view that this Note has provided sufficient information for the proposed site access associated with the development to be deemed acceptable by the Local Highway Authority.

ENCS.

DRAWINGS

Drawing ref no. 5017-F01 Revision C

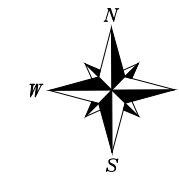
Drawing ref no. M3792-PA-01-V2-Landscape Layout

APPENDICES

Appendix 1 Eddisons Highways Note (dated October 2025)

Appendix 2 Consultation Response (dated 10th November 2025)

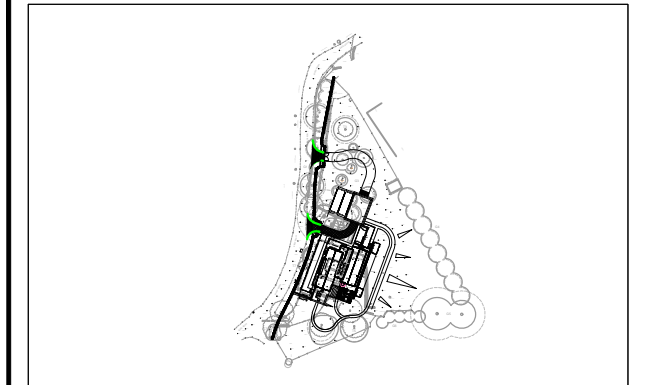
DRAWINGS



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL



SITE LAYOUT (NTS)

C	SITE LAYOUT REVISED	LB	MR	NOV 2025
B	SITE LAYOUT REVISED	LB	MR	NOV 2025
A	MINOR AMENDMENTS	LB	MR	NOV 2025
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

DAVID DENNIS

PROJECT:

**KEMPLE DOWN, BIRDY BROW,
CHAIGLEY, CLITHEROE**

DRAWING TITLE:

PROPOSED SITE ACCESS

SCALES:

1:500 @ A3

DRAWN:	LB	CHECKED:	MR	DATE:	NOV 2025
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DRAWING NUMBER:	5017-F02	REVISION:	C
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2.4x59M VISIBILITY SPLAY

VEGETATION TO BE TRIMMED BACK TO ADOPTED HIGHWAY EXTENT

R4.5m

VEGETATION TO BE TRIMMED BACK TO ADOPTED HIGHWAY EXTENT

2.4x65M VISIBILITY SPLAY

APPENDICES

PROPOSED RESIDENTIAL DEVELOPMENT, BIRDY BROW, CHAIGLEY, CLITHEROE HIGHWAYS NOTE - OCTOBER 2025

Introduction

Eddisons have been instructed by Mr David Dennis to advise on the transport and highways matters relating to a planning application for a replacement dwelling at Kemple Down, Birdy Brow in Chaigley, Clitheroe.

Planning History and Background

It is understood that the site has been subject to at least two applications as detailed below:

- App ref no. 3/2024/1019; and
- App ref no. 3/2025/0240)

App ref no. 3/2024/1019 related to the *'Proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store'*.

The relevant highways consultation responses (dated 30th January) are contained within **Appendix 1**. As set out in the response, the highways officer noted that:

'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'.

The response went on to say that *'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'*.

The officer also advises that *'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'*.

In conclusion, the officer advised that *'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'*.

A plan to show the maximum achievable visibility splays was provided in **Drawing ref no. 2361 PL07 Revision A** and is included in this Note for ease of reference. The plan shows that based on the location of the proposed access point, visibility splays of 59 metres to the north and 65 metres to the south could be achieved.

In the LCC follow up response dated 25th February 2025 (contained within **Appendix 2**), the officer confirmed that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site and concluded that there was no objection to the proposals, subject to planning conditions.

In regard to the visibility splays detailed above, the officer acknowledges Drawing PL07 Revision A and notes that it *'shows a visibility splay and whilst this does not meet the posted national speed limit, on-site observations noted lower vehicle speeds given the sites location close to natural bends within the road. There is also no footways or street lighting which will also contribute to lower speeds along the road'*.

The officer also confirmed that:

'The access to the north is already used for parking and there have been no Personal Injury Collisions recorded within 500m of the site in the last 5 years, therefore the LHA have no pre-existing highway safety concerns. Therefore, the reduced visibility splay which shows visibility for approximately 30MPH speeds is acceptable in this case'.

In conclusion, the officer imposed the following planning condition, should the LPA be minded to approve the application:

'No use hereby permitted shall commence until visibility splay of 2.4 metres back from the centre line of the access and extending 59 metres to the north of the access and 2.4 metres back from the centre line of the access and extending 65 metres to the south of the access along the nearside carriageway edge have been provided, as shown on the approved plans. 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: *To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety'.*

App ref no. 3/2025/0240 also related to the *'Proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store'*. The relevant highways response (dated 30th January) is contained within **Appendix 2**.

In the LCC response dated 10th April 2025, again confirmed that they were of the opinion that the proposals would not have a significant impact and raised no objection to the proposals.

In their response, the LHA made reference to the previous application for the site (App ref no. 3/2024/1019), which was ultimately refused.

The comments again noted the likelihood of low traffic speeds due to the rural nature of the road and confirmed there was no evidence to suggest the area has a poor safety record.

Scope of Note

This Note has been prepared in relation to the current proposals to provide adequate information in regard to the site access, to allow the LHA to provide a positive highways recommendation.

The Proposals

The application site (Kemple Down) is located on the eastern side of Birdy Brow and the current application seeks approval for:

'Replacement dwelling'.

The scheme itself proposes to replace the existing dwelling in roughly the same location, however, the site access is proposed to be situated further north than the previous applications.

The proposed site access off Birdy Brow is presented in **Drawing ref no. 5017-F01**.

As can be seen on the plan, the access currently proposed can achieve the following visibility splays:

- 2.4 metres x 36.7 metres to the north; and
- 2.4 metres x 65.0 metres to the south.

Clearly, the southern visibility splay accords with the distance required by LCC, however, as the new access is now situated further north, the visibility distance available is reduced to 37.6 metres.

Whilst below the 59 metres previously considered acceptable, it is Eddisons view that the access is justified, would still operate in a safe and efficient manner and would not give rise to any highway safety issues.

The contributing factors are set out below:

- The site is currently served by 2no. points of access, so the proposals consolidate these to result in just one access.
- The site is already generating vehicle movements onto Birdy Brow.
- There are various similar access points serving other residential properties in the vicinity.
- Traffic along Birdy Brow is likely to be very local, with drivers making habitual journeys and so will be well aware of the potential for vehicles to be exiting properties along there.
- The close proximity of the bend in the road to the north will have the beneficial effect of reducing traffic speeds.
- The narrow, rural nature of Birdy Brow, also lends itself well to promoting slow speeds.

- Similarly, given there are no footways or street lighting, drivers are most likely to be travelling well below the National speed limit.
- There have been no recorded accidents in the vicinity of the site over the last 5 years.
- The area does not therefore have a poor safety record.

Conclusions

This note has considered the proposed residential development on Birdy Brow.

It can be concluded that:

- In highways terms, the proposals are almost identical to those previously proposed, which were deemed acceptable to the LHA subject to conditions.
- The relocated access can achieve the required visibility splay of 65 metres to the south.
- The reduced visibility splay of approximately 38 metres to the north, whilst below the desired distance, is still considered adequate.
- The natural bend in the road and other relevant factors will all assist in keeping vehicle speeds low.
- The area does not have a poor safety record with no accidents in the last 5 years being recorded.

In conclusion, it is Eddisons view that this Note has provided sufficient information for the proposed site access associated with the development to be deemed acceptable by the Local Highway Authority.

ENCS.

DRAWINGS

Drawing ref no. 2361 PL07 Revision A

Drawing ref no. 5017-F01

APPENDICES

- Appendix 1 Consultation Response (dated 30th January 2025)
- Appendix 2 Consultation Response (dated 25th February 2025)
- Appendix 3 Consultation Response (dated 10th April 2025)

DRAWINGS

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revision	date	note
A	january 25	issued for planning



B Proposed visibility splay
Scale: 1:1250

HIGHWAYS

Ground surface material of proposed driveway to be bonded material (e.g. tarmacadam or resin bound gravel) to prevent any loose materials being carried onto the public highway.

Any planting/walling etc within the visibility splays will be maintained to be a maximum of 0.9m in height.

Birdy Brow is classified as a C-road subject to national speed limit, maintainable at public expense. However, given the narrow, steep and winding nature of the road it is unlikely that any vehicles will be travelling at the full national speed limit.

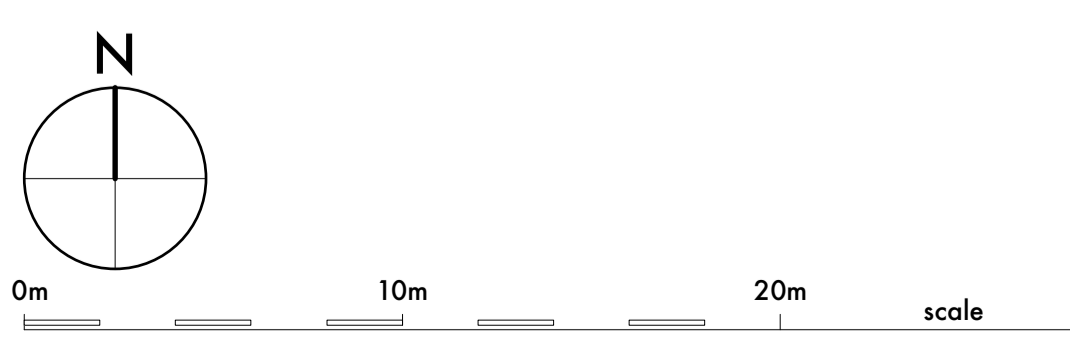
Minimum 3no car parking spaces will be provided. Cars will be able to 'enter and leave the site in a forward gear'.


VISIBILITY SPLAY

- taken from 2.4m back from edge of carriageway
- 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.
- the access we are looking to maintain has visibility splays to the north and south where the nearside verge is within the ownership of the applicant, meaning the applicant will have full control over the maintenance of this area
- the existing southern access we are looking to close off relies upon the maintenance of the nearside verge to the south by others




A Site Plan
Scale: 1:200





stanton andrews
architects

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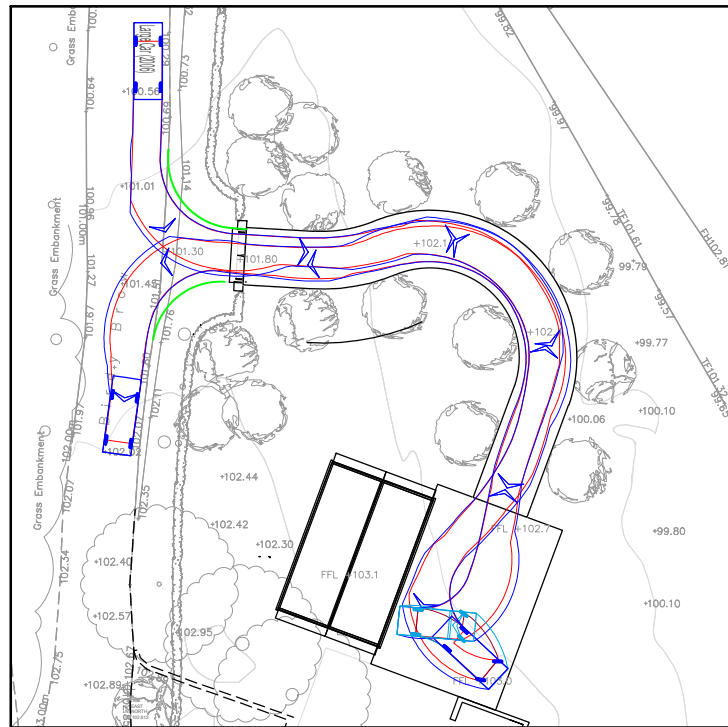


Chartered Practice

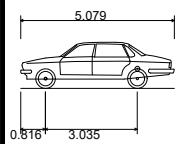
project	project number	drawing number
Kemple Down	23.61	PL.07
name	proposed highways plan	
scale	date	status
1:100 and 1:1250 @ A1	february 2025	planning application
revision	A	



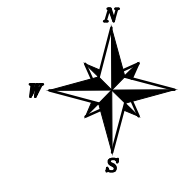
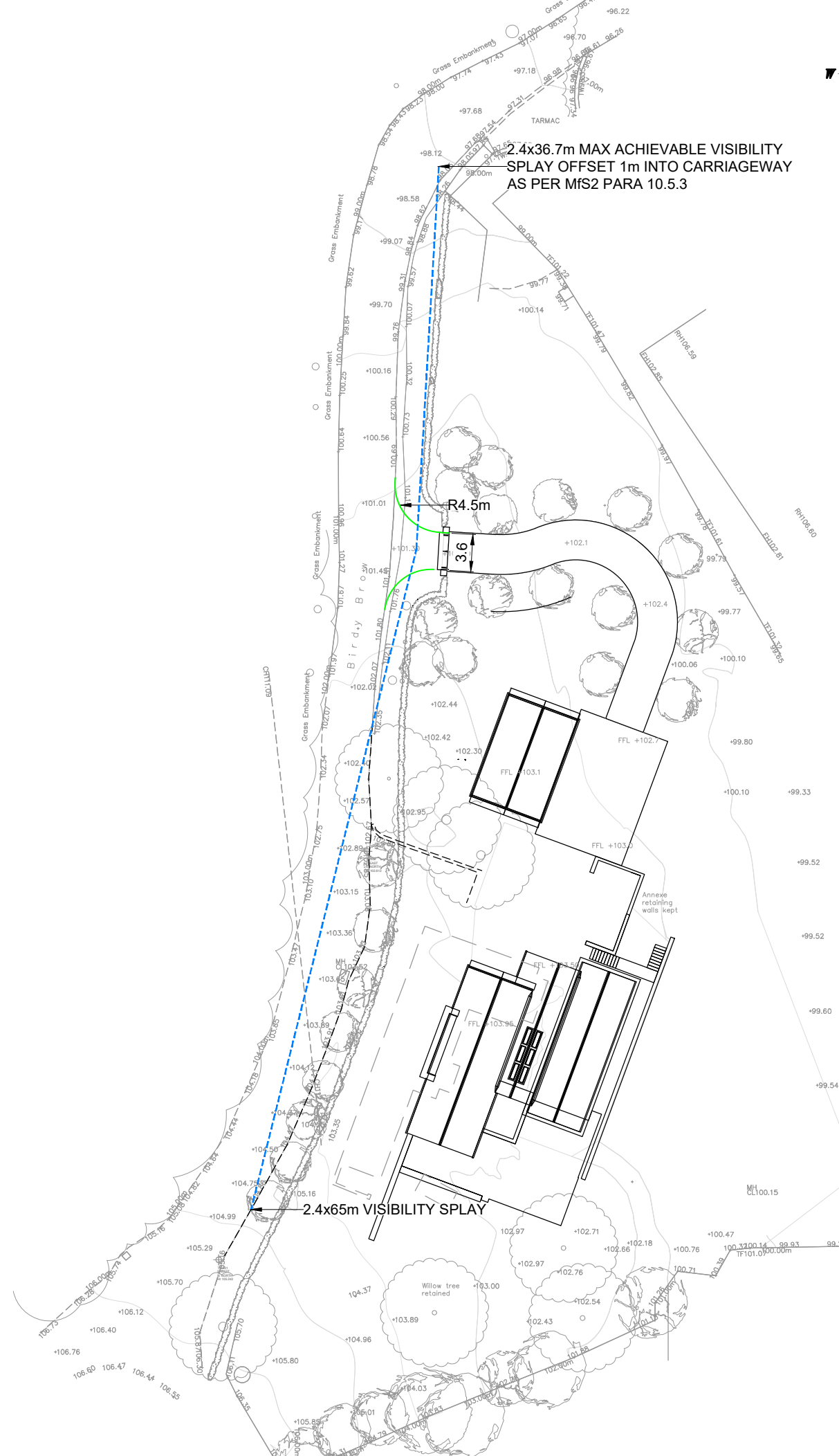
NORTH SOUTH AERIAL VIEW (NTS)



SWEPT PATH ANALYSIS
LARGE CAR - LEFT IN / LEFT OUT



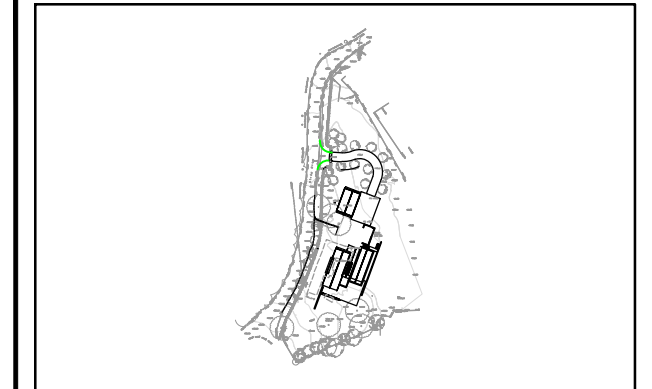
Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



NOTES

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LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL



SITE LAYOUT (NTS)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
DAVID DENNIS

PROJECT:
KEMPLE DOWN, BIRDY BROW, CHAIGLEY, CLITHEROE

DRAWING TITLE:
PROPOSED SITE ACCESS

SCALES:
1:500 @ A3

DRAWN: **SL** CHECKED: **MR** DATE: **OCT 2025**

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DRAWING NUMBER: **5017-F01** REVISION: **-**



APPENDICES

APPENDIX 1

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 splay 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.

Continued...

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

APPENDIX 2

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

Phone: 0300 123 6780

Email: [REDACTED]

Your ref: 3/2024/1019

Our ref: 3/2024/1019/HDC/KW

Date: 25 February 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.

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority (LHA) does not raise an objection regarding the proposed 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 conditions being stated on any approval.

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 site currently 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 and amendments to the northern access. The amendments to the vehicle crossings within the adopted highway will need to be constructed under an appropriate legal agreement with Lancashire County Council.

The proposal for the north access as shown on drawing PL.07 Revision A, will result in an improved surface material, widening to support turning provisions and access to a proposal garage. Drawing PL.07 Revision A, also shows a visibility splay and whilst this does not meet the posted national speed limit, on-site observations noted lower vehicle speeds given the sites location close to natural bends within the road. There is also no footways or street lighting which will also contribute to lower speeds along the road.

Continued...

The access to the north is already used for parking and there have been no Personal Injury Collisions recorded within 500m of the site in the last 5 years, therefore the LHA have no pre-existing highway safety concerns. Therefore, the reduced visibility splay which shows visibility for approximately 30MPH speeds is acceptable in this case.

The recommended minimum internal dimensions for a double garage size is 6m in length and 6m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). Whilst the proposed double garage is smaller than the recommended minimum internal dimension of 6 x 6m and can not be counted as a parking space, there is adequate parking provisions on the proposed driveway which complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following conditions and informative note are appended to the decision notice:

1. Before the parking areas are used for vehicular purposes, they shall be appropriately paved in tarmacadam, concrete, block paviments, or other hard material to be approved by the Local Planning Authority.
Reason: To prevent loose surface material from being carried onto the public highway thus causing a potential source of danger to road users.

2. No use hereby permitted shall commence until visibility splay of 2.4 metres back from the centre line of the access and extending 59 metres to the north of the access and 2.4 metres back from the centre line of the access and extending 65 metres to the south of the access along the nearside carriageway edge have been provided, as shown on the approved plans. 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.
Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

Informative note:

- This consent requires the construction, improvement or alteration of an access to the public highway. Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority on highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>

Yours sincerely

Kate Walsh
Assistant Engineer
Highway Development Control

Highways and Transport
Lancashire County Council
W: <http://www.lancashire.gov.uk>

APPENDIX 3

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

Phone: 0300 123 6780
Email: Kathryn.Walsh@lancashire.gov.uk
Your ref: 3/2025/0240
Our ref: 3/2025/0240/HDC/KW
Date: 10 April 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 2 April 2025, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority (LHA) does not raise an objection regarding the proposed 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 conditions being stated on any approval.

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.

The LHA recently commented on a similar planning application for the site, application 3/2024/1019, which was refused.

The site currently 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 and amendments to the northern access. The amendments to the vehicle crossings within the adopted highway will need to be constructed under an appropriate legal agreement with Lancashire County Council.

The proposal for the north access as shown on drawing PL.10 Revision A, will result in an improved surface material, widening to support turning provisions and access to a proposal garage. The applicant has also included a visibility splay drawing and whilst

Continued...

this does not meet the posted national speed limit, on-site observations noted lower vehicle speeds given the sites location close to natural bends within the road. There is also no footways or street lighting which will also contribute to lower speeds along the road.

The access to the north is already used for parking and there have been no Personal Injury Collisions recorded within 500m of the site in the last 5 years, therefore the LHA have no pre-existing highway safety concerns. Therefore, the reduced visibility splay is acceptable in this case.

The recommended minimum internal dimensions for a double garage size is 6m in length and 6m wide. The LHA has reviewed the proposed floor plans, drawing PL.11 Revision A and note that the double garage meets the recommended minimum internal dimension of 6 x 6m, there is also adequate parking provisions and turning provisions on the proposed driveway, as such the proposal complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following conditions and informative note are appended to the decision notice:

1. Before the parking areas are used for vehicular purposes, they shall be appropriately paved in tarmacadam, concrete, block paviments, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried onto the public highway thus causing a potential source of danger to road users.

2. No use hereby permitted shall commence until visibility splay of 2.4 metres back from the centre line of the access and extending 59 metres to the north of the access and 2.4 metres back from the centre line of the access and extending 65 metres to the south of the access along the nearside carriageway edge have been provided, as shown on the approved plans. 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

Informative note:

- This consent requires the construction, improvement or alteration of an access to the public highway. Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority on highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>

Yours sincerely

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

APPENDIX 1

APPENDIX 2

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

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0860
Our ref: 3/2025/0860/HDC/KW
Date: 10 November 2025

Location: Kemple Down Birdy Brow Chaigley BB7 3LR
Proposal: Proposed replacement dwelling.
Grid Ref: 369446 440780

Dear Stephen Kilmartin

With regard to your consultation letter dated 31 October 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 replacement of a dwelling at Kemple Down, Birdy Brow, Chaigley.

The LHA are aware of the recent planning application for the site which is as follows:

3/2025/0240 - Proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store.

3/2024/1019 - Proposed demolition of granny annexe and single-storey extension, internal remodelling and extension of the house, construction of new double garage and garden store.

Site Access

The site currently has two existing accesses as shown on drawing EX.01, Rev E. The application includes the removal of both of the existing access points. This would require the applicant to enter into a Section 278 agreement.

Continued...

The proposal will result in a new access onto Birdy Brow, which is classified as the C571, with a national speed limit fronting the site access.

The LHA has concerns over the proposed access point due to its positioning near a natural bend in the road, which raises highway safety concerns. The existing access point, which currently sits closest to the bend, is situated approximately 58m from the bend, whereas the proposed access point will be positioned approximately 28m from the bend. The LHA does not support locating access points on or near bends due to highway safety concerns because of limited visibility of those exiting the access and through traffic on the network and the increased potential for conflict.

The proposed access visibility splay also has a significant shortfall in what would be expected for a national speed limit road. Normally, the LHA would look for an access on a national speed limit road to have a visibility splay of 2.4m x 214m. The proposed site plan, Drawing PL.20, shows a visibility splay set 2.4m back for 37 metres to the North and 65 metres to the South of the access. The visibility splay to the North has however, been offset away from the carriageway edge; as such the LHA's view is that the visibility splay to the north is approximately 35.5m without being offset.

The LHA acknowledges that previously a lower visibility splay of 59 metres to the north and 65 metres to the south of the access has been accepted by the LHA, however, the LHA would not support visibility splays that are any lower than the previously approved scheme. The reasons for approving the lower visibility was partly due to the observation of lower speeds than the posted speed limit on Birdy Brow, and that the existing access points has no pre-existing highway safety concerns. The proposed new access point does not hold an existing road safety record and is positioned in a location that causes highway safety concerns.

As such, the LHA cannot support the current proposal and would urge the application to provide an amended plan which provides an access placed further from the bend in the road and has a visibility splay for at least 59 metres to the north and 65 metres to the south.

Internal Layout

The LHA have reviewed drawing number PL.20, Rev. A titled Proposed - Site Plan 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 which will allow ingress and egress in a forward gear.

The recommended minimum internal dimensions for a double garage size is 6m in length and 6m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). The proposed garage meets the recommended internal dimensions and as such is considered acceptable to provide 2 off street parking spaces.

Drainage

Surface water should be collected within the site and drained to a suitable internal outfall to prevent water from discharging onto the public highway.

Sustainability

The site shall 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 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

While the LHA acknowledges the site's planning history and the applicant's intention to consolidate access arrangements, it does not consider that the submitted application fully assesses the highway impact of the development. The LHA has significant concerns regarding the positioning of the proposed access, which lies approximately 28 metres from a bend in the road. This is notably closer than the existing access, which sits 58 metres from the bend. The reduced separation raises highway safety concerns due to limited visibility and the increased potential for conflict with through traffic.

While the LHA has previously accepted reduced splays of 59 metres north and 65 metres south based on observed vehicle speeds and the safety record of existing accesses, it cannot support any further reduction, particularly at a new location with no established safety record.

The LHA therefore recommends that the applicant submit an amended plan relocating the proposed access further from the bend and achieving visibility splays of at least 59 metres to the north and 65 metres to the south.

Further information is required to address the highway safety concerns outlined above, and the LHA requests that these matters be resolved before the application can be supported.

Yours sincerely

Kate Walsh
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