

## 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 30<sup>th</sup> 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 25<sup>th</sup> 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 30<sup>th</sup> January) is contained within **Appendix 2**.

In the LCC response dated 10<sup>th</sup> 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 30<sup>th</sup> January 2025)
- Appendix 2 Consultation Response (dated 25<sup>th</sup> February 2025)
- Appendix 3 Consultation Response (dated 10<sup>th</sup> April 2025)

# DRAWINGS

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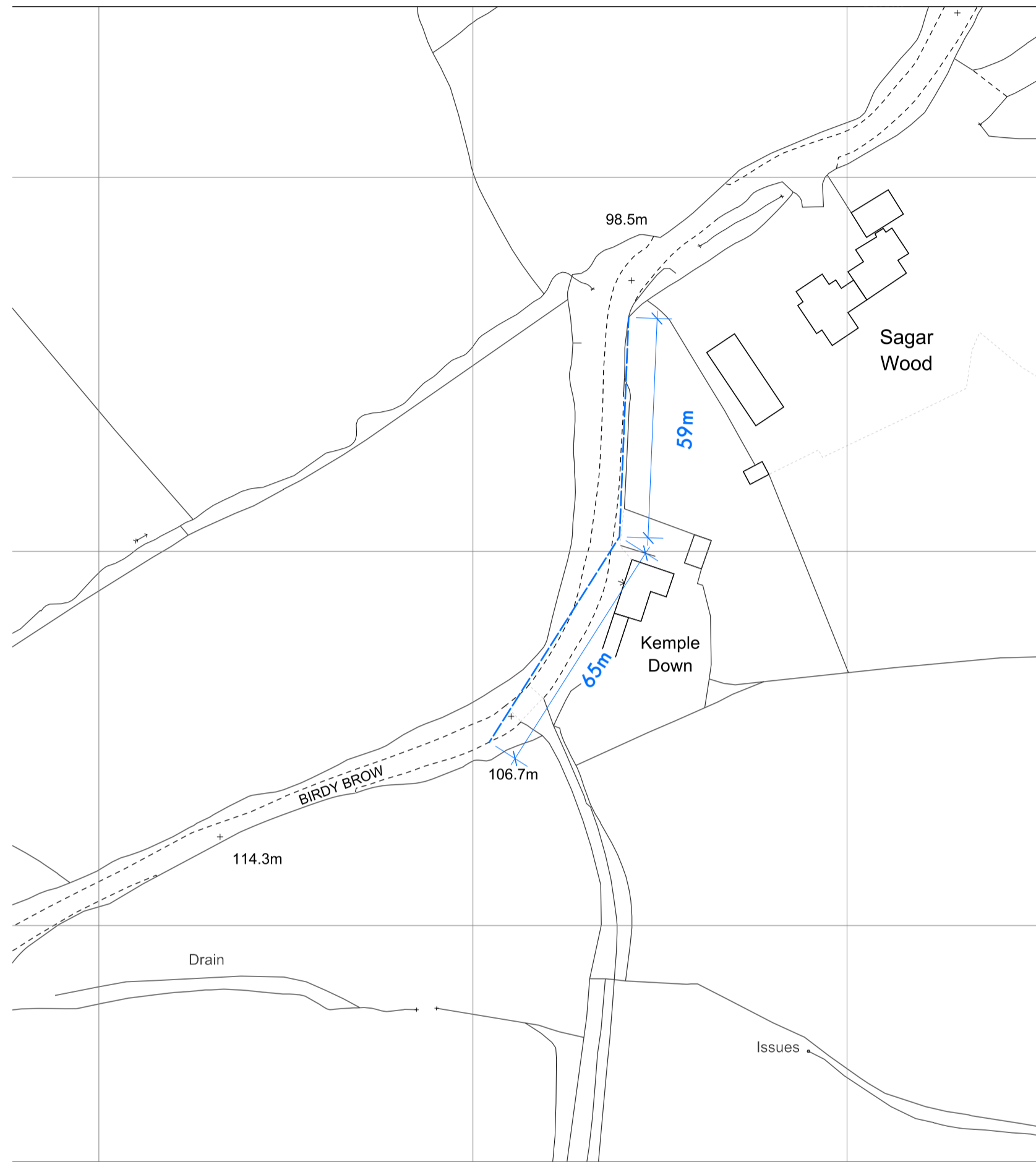
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Drawing is to be read in conjunction with all relevant consultants and specialists drawings. 'As existing' drawings based on information provided by others - no measured survey of the property has been undertaken by the architect. This drawing is subject to copyright.

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.

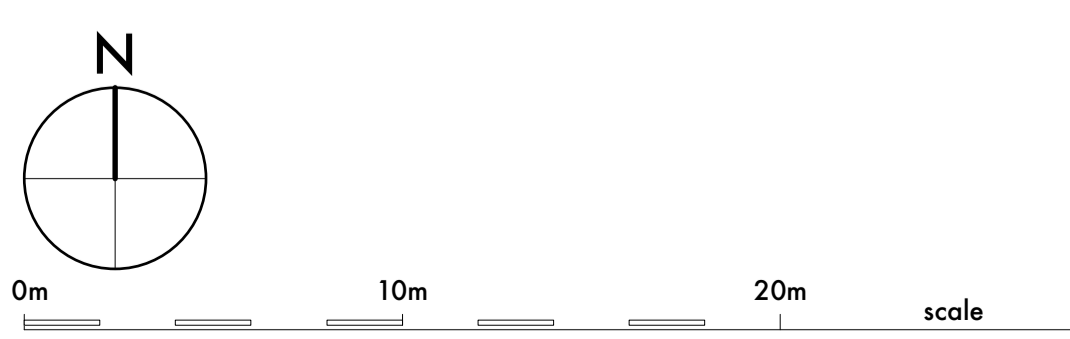
Any planting/walling etc within the visibility splays will be maintained to be a maximum of 0.9m in height.

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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t. 01200 444490 e. mail@stantonandrews.co.uk w. stantonandrews.co.uk

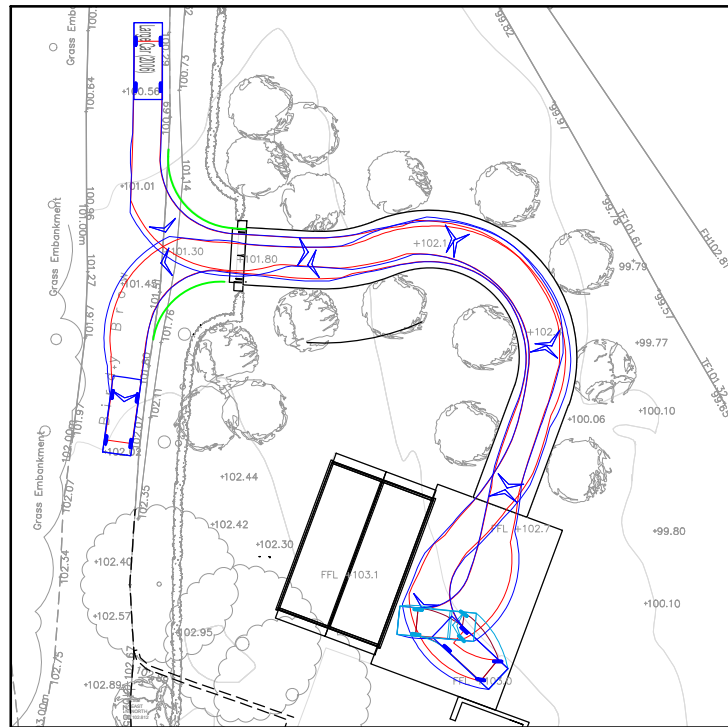


Chartered Practice

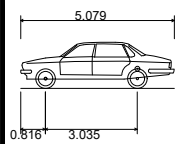
project	project number	drawing number
<b>Kemple Down</b>	<b>23.61</b>	<b>PL.07</b>
name	proposed highways plan	
scale	status	revision
1:100 and 1:1250 @ A1	february 2025	planning application



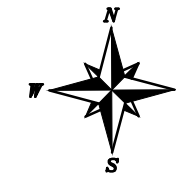
NORTH SOUTH AERIAL VIEW (NTS)



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

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)

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**

Eddisons  
 340 Deansgate  
 Manchester  
 M3 4LY  
 Email: [info@crofts.co.uk](mailto:info@crofts.co.uk)  
 Tel: 0161 837 7380  
 Web: [www.eddisons.com/services/transport-planning](http://www.eddisons.com/services/transport-planning)

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](mailto: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  
Assistant Engineer  
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](mailto: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](mailto: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](mailto: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  
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