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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.

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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

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