

Nicola Gunn

From: planning
Subject: FW: D3.2017.0742 - Startifants Farm, Longridge Rd, Chipping

From: Nolan, Chris [mailto:Chris.Nolan@lancashire.gov.uk]
Sent: 03 October 2017 10:12
To: Adam Birkett; planning
Cc: LHS Customer Service
Subject: D3.2017.0742 - Startifants Farm, Longridge Rd, Chipping

Hi Adam

Planning Application No: 3/2017/0742

Grid Ref: 362473 442642

Proposal: Demolish existing farmhouse and rebuild. Change of use of agricultural barn to two dwellings. Change of use of mono-pitch farm building to a garage for the barn conversion.

Demolish four farm buildings. Dismantle and rebuild one timber-framed agricultural building in new location on the site. Reorientation of one steel-framed agricultural building.

Location: Startifants Farm Longridge Road Chipping PR3 2QB

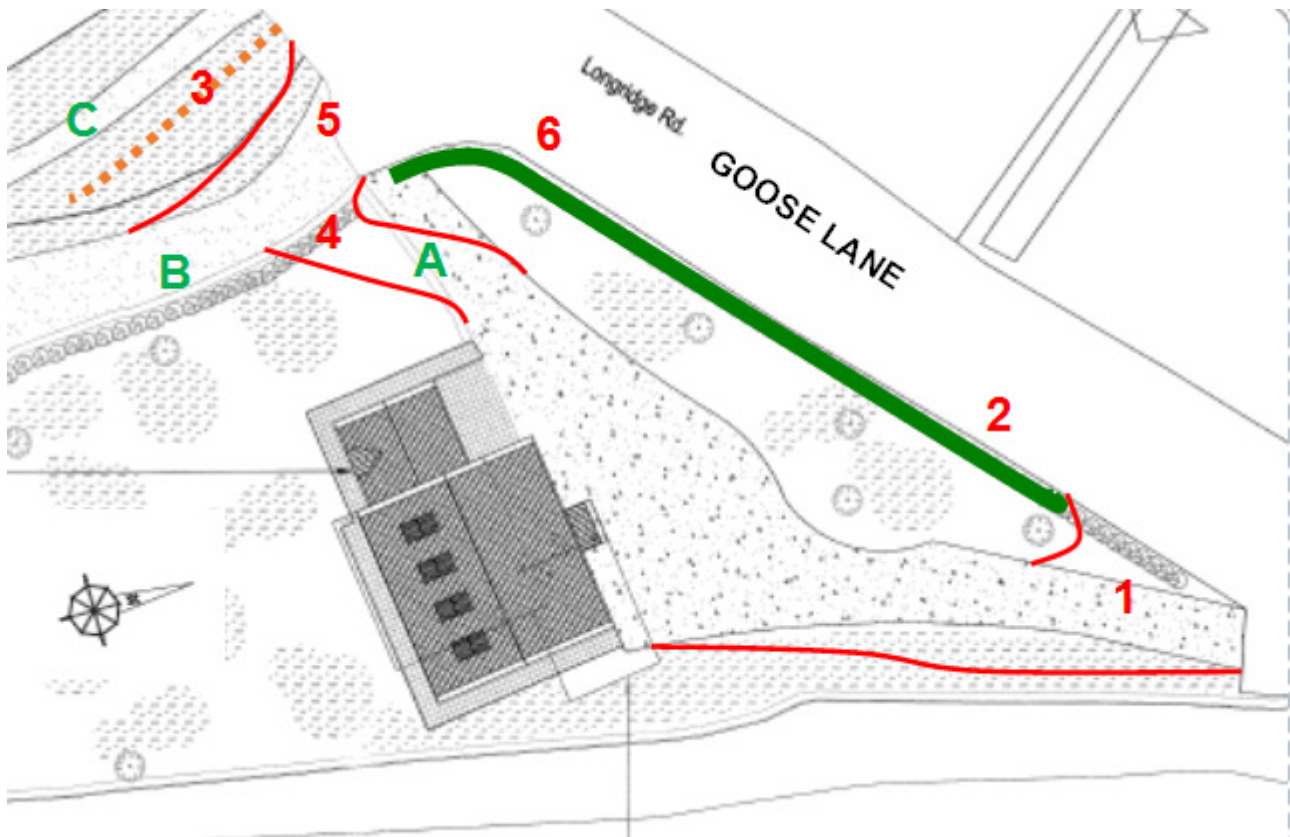
With regard to the above application that includes a number of changes on the site, that has been quoted as Longridge Road on the application but for highway purposes I will use Goose Lane as this is the name as included the National Street Gazetteer for this length of road. In principal I do not have any objections to the development on highway grounds but with the rural location and with Goose Lane, in the vicinity of Startifants, is a derestricted road my biggest concern is that vehicles entering and leaving the site have good sight lines and an approach that makes access and egress efficient. With this in mind I would be requiring work to be undertaken to ensure drivers are in a good position to enter and leave Goose Lane prior to the manoeuvre and they have the best possible sightlines at this point.

The access point for the farmhouse at the north eastern end (1) approach is at a good angle for vehicles entering from Chipping but would not give an easy view for vehicles leaving in this direction. Any vehicles using this access to travel in a south-westerly direction or to enter from the south west would have a difficult turn of almost 180 degrees. I would request that this entrance is opened so that vehicles leaving via this access point can position at approximately 90 degrees to the highway so allowing better sightlines and make an easier left turn on to Goose Lane. With the improved access there will need to be some control over the height of the edge so that drivers have a clear view of traffic on the road south west of the access point (2).

Looking at the combination of access points south west of the farmhouse site. The plans indicate three different aspects of access, first vehicles leaving the farmhouse (A) second vehicles from the proposed new dwellings that will be formed from the barn conversion (B) and finally the farm traffic that will use a separate track adjacent to the track to the barn conversion (C).

I would like to see the access reduced down to two points of access. The farm track should be retained and used as such for farm vehicles but the separation between this and the track to the residential properties (3) should be reduced in height to not more than 1m or have a fence that will make drivers on either lane aware of any activity on the other. Close to the junctions with Goose Lane the fence or hedge height will need to be reduced to a height of 1 m or less to aid the sightlines at this point. To reduce the number of possible conflicts at the junctions at Goose Lane I would request that the southwestern access to the farmhouse is from the lane that also serves the

new dwellings in the formed from the barn conversion (4). At the south western end will now serve the farmhouse and the barn conversions there will also be a need for a passing place just in from the junction to ensure that once drivers have made the turn there is not a subsequent need for the vehicle to reverse back on to Goose Lane to allow an emerging vehicle to leave (5). As with the north eastern access the hedges will need to be reduced to and maintained at a height not more than 1m (6). Please see the indicative drawing below.



With the points above taken into account I would not raise objections to this development on highway grounds subject to the following notes and conditions being added to any permissions that your council is minded to grant.

Conditions

1. Parking is made available for each dwelling according to the number of bedrooms as indicated on the agreed plan. That is one for the single bedroom unit and two for the two bedroom unit and the agreed spaces should be so sited that each can be used at any time without depending on other vehicles being moved. This arrangement should be included in any sale or tenancy agreement at completion of the site and in the future and the spaces be made available before the dwellings are occupied and maintained thereafter. Reason: That each dwelling will be assessed as a separate dwelling with its own parking requirements.
2. Prior to completion of the new buildings alterations are undertaken on to both access points to allow vehicles to make complete an efficient access to the site and a safe approach to the highway so that the vehicles are better placed take advantage of the sightlines. Reason: To ensure safe access and egress.
3. Prior to completion of the new buildings, the existing hedge or fence on the highway frontage of the site to Goose Lane shall be reduced to and be permanently maintained henceforth at a height not greater than 1m above the crown level of the carriageway of Goose Lane. Reason: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.

4. Prior to completion of the new buildings Clear sightlines are formed between the track to the farm buildings and the track to the barn conversions for a distance of 15 from the centre line of Goose Lane. Reason to ensure that traffic on the either lane is aware of any activity on the other.
5. For the full period of demolition and construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
6. No building materials, vehicles etc. associated with the development hereby approved shall be stored or placed on the adopted highway network to the rear of the development site prior to, during and following completion of construction of the proposed works. Reason: In the interest of highway safety.
7. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear from any of the three individual sub sections of the site and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users.
8. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

Notes

1. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the contact the Environment Directorate for further information by telephoning the Developer Support Section (Area South) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email lhscustomerservice@lancashire.gov.uk
2. This consent does not give approval to a connection being made to the County Council's highway drainage system.

Regards
Chris

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