

Sharon Craig

From: Nolan, Chris <Chris.Nolan@lancashire.gov.uk>
Sent: 01 December 2017 15:39
To: Rachel Horton; planning
Cc: LHS Customer Service
Subject: D3.2017.1107 - Lyme House Farm Thornley with Wheatley PR3 2TE

Follow Up Flag: Follow up
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Hi Rachel

Planning Application No: 3/2017/1107
Grid Ref: 362327 440529
Proposal: The formalisation of an existing access track.
Location: Lyme House Farm Thornley with Wheatley PR3 2TE

With regard to the above application to formalise a track as an entrance to the farm with a main use of accessing barn conversions.

In principal I would not object to this application. The track leads to a minor single track road and the plans indicate that with the reduced hedge height and management of the verges the sightlines can be maintained.

The Design and Access Statement indicates that the route will be mainly to serve the occupants of the barn conversions and that the route will include three passing places each 3m wide and 10 m long. The plans that have been submitted do not indicate where these passing places are situated. As much as I would agree that these provisions are what would be required it is important that these are placed at points along the track where due to changes in forward visibility drivers can see other traffic early and choose to stop rather than having to reverse over long distances. I will need to see plans indicating where the passing place are to be formed.

As much as the drawings have been provided to indicate that the exit from the track provides good visibility I will need to see some basic design features for the gate to the track.

1. Any gate that will be placed on the track will need to be set back from the edge of the carriageway far enough for the longest vehicle that is expected to use the track to pull clear of the highway prior to stopping to open the gate or so they can stop clear of the highway to close the gate. If the track is only to be used by domestic traffic I would ask for this distance to be a minimum of 5m.
2. I would be looking for a passing place on the field side of the gate or entrance if no gate is to be fit so that vehicles can wait on the track for a vehicle to enter before leaving. This is to reduce the risk of vehicles waiting on the highway.
3. The documentation does not indicate what materials are to be used for the track. This is up to the developer but I would require that the first of 5m if the track is of bound material. This is to prevent loose material being pulled on to the highway and causing a safety issue.

If the above issues can be resolved then I would not raise objections to this application on highway grounds subject to the following conditions and notes being added to any permissions that your council is minded to grant.

Conditions.

1. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the carriageway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays shall be 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain un-gated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the carriageway. Reason: To permit vehicles to pull clear of the carriageway when entering the site and to assist visibility.
2. Before the development hereby permitted becomes operative, the existing hedge on the highway frontage of the site to Hope Lane for a distance of 50m north west of the proposed entrance shall be reduced to and be permanently maintained henceforth at a height not greater than 1m above the crown level of the carriageway of Hope Lane. Reason: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.
3. Before the development hereby permitted becomes operative, the existing vegetation in the verge on the highway frontage of the site to Hope Lane for a distance of 50m south east of the proposed entrance shall be reduced to and be permanently maintained henceforth at a height not greater than 1m above the crown level of the carriageway of Hope Lane. Reason: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.
4. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

Regards
Chris

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