

**Our Reference : T2792/DW**

**Your Reference :**

**7th June 2018**

**Mr & Mrs Kenyon  
Hesketh End Farm  
Judd Holmes Lane,  
Chipping,  
Preston,  
Lancashire. PR3 2TJ**

Dear Mr & Mrs Kenyon,

**Hesketh End Farm, Chipping  
Proposed Replacement Access – Highways Statement**

Further to your recent instructions, I confirm that I have undertaken a review of your proposals to create a replacement access to serve your farm. The findings of this review are set out below and should be sufficient to inform both the Local Planning Authority (LPA) and the Local Highway Authority (LHA) as to the potential highways implications of the proposals.

**Background**

There are currently two accesses serving Hesketh End Farm – both taken from Hesketh Lane.

The main access is along Judd Holmes Lane. As illustrated in **Photo 1**, this is narrow in places and this width combined with a tortuous horizontal alignment in places precludes access for larger HGVs and agricultural vehicles.

The second access (which is currently used for larger HGV/agricultural vehicle access) is across the agricultural land running from the north western side of the farm in a north easterly to an access junction onto Hesketh Lane which is shared with the residential property named Bonds Farmhouse (**see Photo 2**). The width of Hesketh Lane at this point combined with the constrained width of the access often results in multiple manoeuvres by larger vehicles to gain access currently which is far from ideal from a road safety perspective. Furthermore, as illustrated in **Photos 3 and 4**, visibility at the existing access is severely constrained and well below the recommended sightlines for a road subject to the national speed limit.

The Old Bank House  
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Despite the constrained width and visibility at the existing access, reference to the LCC Mario website indicates that there has been no recorded accidents with the last 5 years at either the Judds Holmes Lane or the Bonds Farmhouse junctions.

In terms of the number of trips currently accessing the farm, the Table below sets out an indication of the number of large HGV/Agricultural vehicle movements.

<b>Type of Large HGV/Agricultural Trip</b>	<b>Frequency</b>
Milk Tanker	Daily
Blend Mix Delivery	Every fortnight
Silage Collection	3 times a year (3 days each) – frequent movements in and out
Diesel Delivery	Every 2 months
Maize Delivery	Yearly – 50 HGVs over 2 days
Fertiliser Delivery	Twice per year
Straw Delivery	Frequent movements over a 2 day period
Calf Course Mix	Monthly
Sawdust Bedding Delivery	Fortnightly
Calves to Auction	Weekly
Cows to Abattoir	Fortnightly
Wintering Sheep Movement	Seasonal

### **Proposed Access**

In order to address the deficiencies associated with the existing access highlighted above, it is proposed to form a replacement access onto Hesketh Lane. This is illustrated on drawing T2792/01 attached.

As can be seen, the proposed access will be located some 30m to the east of the existing Bonds farmhouse access. It will have a width of 6m for the first 18m of its length in case two vehicles need to pass. This section will also be surfaced to prevent detritus being deposited on the highway. Gates will also be set back a minimum of 18m to enable a long vehicle to wait off the highway so as not to cause disruption to the free flow of traffic on Hesketh Lane.

Beyond the first 18m the access will be reduced to provide a minimum width of 3.5m although passing places will be formed along the existing access track as indicated on the plan.

As can be seen from the **Proposed Access Plan** and **Photographs 5 and 6**, visibility would be significantly improved at the proposed access with greater than 120m to the right and greater than 100m to the left.

With respect to the existing Bonds Farmhouse access junction, this will remain however it will just be used by the single residential dwelling.

In light of the above, I conclude that the propose replacement access should significantly improve the existing access provision in terms of both maneuverability and visibility. There should therefore be no valid highway related reasons why the proposals should not be granted planning consent.

I trust that the above will be sufficient for your current purpose but please let me know should you require any further assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Dave Wallbank". The signature is written in a cursive, flowing style with a large initial "D".

Dave Wallbank  
Director







Photo 1 – Judd Holmes lane



Photo 2 – Access onto Hesketh Lane at Bonds Farmhouse





Photo 3 – Visibility to the east at the existing Bonds Farmhouse access



Photo 4 – Visibility to the left at the existing Bonds Farmhouse access





Photo 5 – Visibility to the right of the proposed access



Photo 6 – Visibility to the left of the proposed access