

1. Introduction

- 1.1 WYG has been appointed by Ingham and Yorke on behalf of their client, Mr M. Fisher and Dr G. Fisher, to provide traffic and transport advice regarding the Betty Barn, Waddington proposals.
- 1.2 The site location is shown on **Plan 1**.
- 1.3 The proposals comprise;
 - Re-use of Betty Barn as a dwelling with curtilage;
 - Related infrastructure including drainage and new access arrangements; and the closure of the existing vehicular access;
 - Landscaping including the creation of a new copse of trees.
- 1.4 The site layout, including the form of access and visibility splays is shown in WYG drawing A108315-SK02-P01, provided as **Plan 2**.
- 1.5 The purpose of this Technical Note (TN) is to appraise the Local Highway Authority (LHA), Lancashire County Council (LCC), of the benefits of the new access arrangements.
- 1.6 The planning application to which this document refers has been the subject of pre-application discussions with LCC. Those discussions were supportive.

2. The proposals in traffic and access terms

- 2.1 In traffic and access terms, the application is for one residential property through a barn conversion and for the creation of a new access junction and the consequent stopping up of an existing access junction, which is seriously sub-standard in terms of access geometry and lateral visibility.
- 2.2 The traffic generation from one residential development is entirely de minimis.
- 2.3 The existing access junction is also currently used by other farm premises to the west of Slaidburn Road.
- 2.4 Significant dialogue has already taken place between the Highway Authority and WYG and a record of that is set out in **Appendix A**. It should be noted that the dialogue refers to two separate sites i.e. Betty Barn, which is the subject of this application, and then also Teewood Farm barns, which is the subject of a separate application. Both projects are being promoted by the same applicant and are very similar in their respective attributes, issues and merits. The



dialogue, although referring to both sites, clearly sets out the data, case and supportive position of the LHA relating to just this planning application. The key points from the dialogue are summarised in this section, and where acceptance from LCC has been reached, this has been highlighted.

Form of Access

- 2.5 LCC provided advice on the required width and extent of surfacing of the new proposed access. It was agreed that the access will be capable of accommodating two-way traffic at the entrance. Suitable surfacing will be provided for 7m into the site at which point it will tie into a new farm track.
- 2.6 LCC also required that the existing access junction be stopped up.

NB: the existing access could be used as inbound only, but the applicant has agreed to stop it up in this case. Whilst a case could arguably be made that intensifying the existing sub-standard junction by adding one more property’s traffic would not be a material change, the applicant has instead taken the view to significantly improve the access and egress which will also benefit the existing access users, by promoting a new access proposal as illustrated on **Plan 2**.

Junction Visibility

- 2.7 Lateral visibility splays at the existing site access are as set out in **Table 1**.

Table 1 – Lateral visibility at the existing site access

Visibility from X=2.4	Existing Access Y Distance (m)
Looking North	30
Looking South	8

*See photographs within Appendix A

- 2.8 **Table 1** shows that visibility at the existing junction is very poor and is entirely sub-standard. Vehicle speeds were surveyed approaching the junction from both directions and (in terms of 85th percentile wet weather speed) were 44 miles per hour northbound and 48.5 miles per hour southbound.
- 2.9 A comparison, including differences of the lateral visibility at the existing and proposed access junctions is provided in **Table 2**.

Table 2 – Comparison of lateral visibility at the existing and proposed site accesses

Visibility from X=2.4	Y Distance (m)		
	Existing Access	Proposed Junction	Difference
Looking North	30	70	+40
Looking South	8	100	+92

2.10 **Table 2** shows that to the north, the existing access achieves 30 metres lateral visibility whilst the proposed junction achieves 70 metres, an improvement of 40m. To the south, the existing access achieves 8 metres lateral visibility whilst the proposed junction achieves 100 metres, an improvement of 92m. That is a transformational improvement to lateral visibility, in both directions, for new and existing users of the access. These improvements to lateral visibility for existing users will not occur if the Betty Barn proposals were not to be progressed.

2.11 It is recognised that the Y distances do not accord with the full lateral visibility requirements, which would be promoted by guidance in the Design Manual for Roads and Bridges for Trunk Roads. Nevertheless, LCC recognise the significant improvement which the proposals would bring. In the response from Mr Bloomer of LCC Development Support (11th June 2019) set out in **Appendix A**, it is stated:

"I would be looking at the overall improvement offered over the existing provision and as such it may not be necessary to adhere to the visibility splay guidance as appropriate for the prevailing 85th%ile speeds but this is not to say that the visibility should not be maximised, within reason, to the best achievable."

2.12 That is exactly what has been done through this proposal and it is our view that the benefits of the proposal are significant in improving the access, not just for the proposed users of one new dwelling but also for all the existing users of the existing access, which will be closed and taken out of use.

3. Conclusions

3.1 Traffic generation of a single residential dwelling is entirely de minimis.

3.2 The proposals have been designed in accordance with the pre-application discussions with LCC.

3.3 The access will be relocated, with the existing access stopped up.

3.4 The proposed access will be designed to accommodate two-way traffic at the entrance and with suitable paving for 7m approaching the existing adopted road.

3.5 The proposed access lateral visibility of 2.4x70m to the north and 2.4x100m to the south is a significant improvement for both new and existing users of the access.

4. Conditions

4.1 The applicant would be prepared to accept planning conditions as follows;

TN01 - Conversion of Barn to Residential Dwelling Betty Barn, Slaidburn Road, Waddington

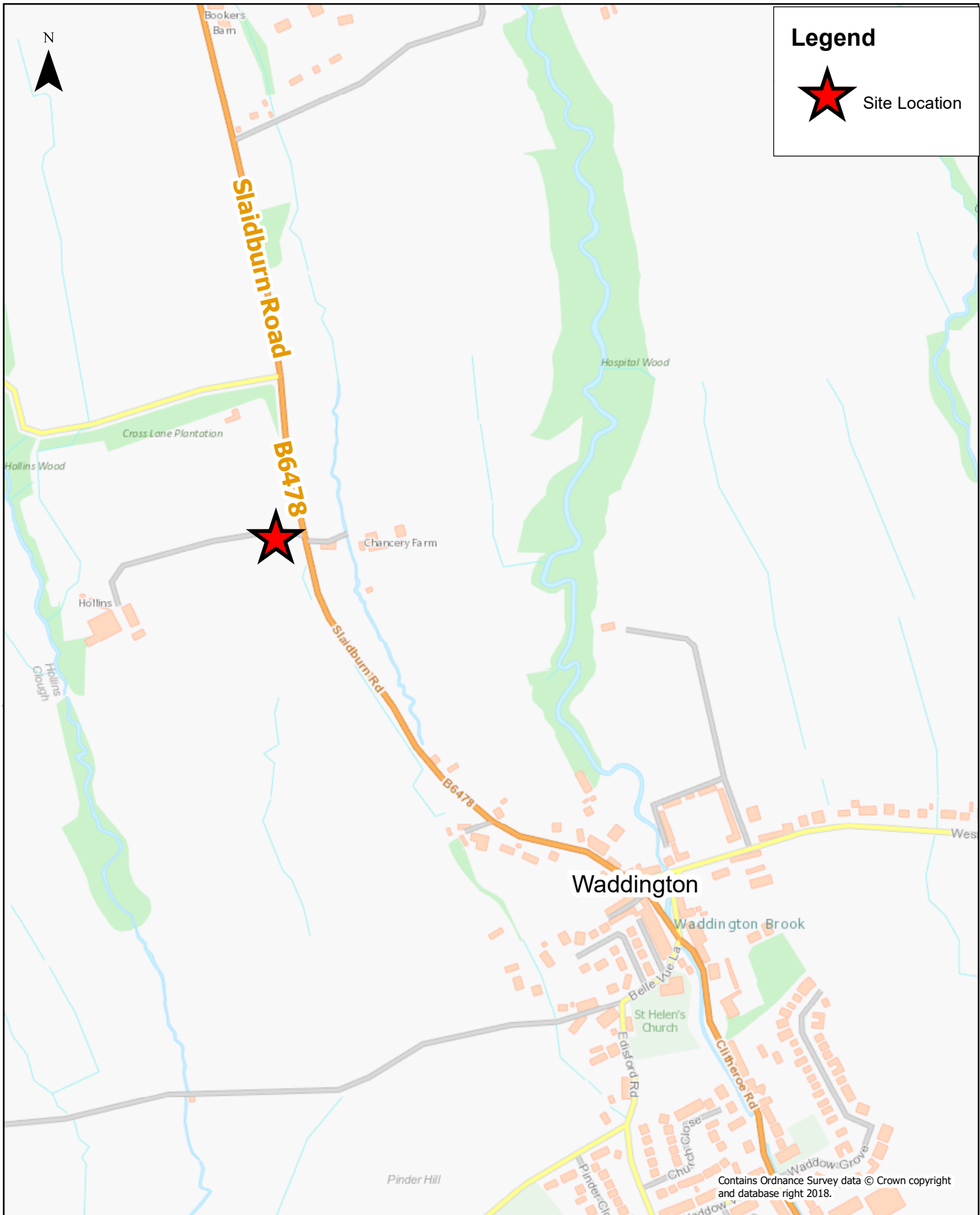


- 1) Access shall be provided in accordance with the WYG drawing A108315-SK02-P01
- 2) Lateral visibility splays of 2.4x70m to the north and 2.4x100m to the south shall be provided and kept clear of obstructions over 900mm in height.
- 3) The existing access lane shall be stopped up.

**TN01 - Conversion of Barn to Residential Dwelling
Betty Barn, Slaidburn Road, Waddington**



Plan 1 – Site Location



Legend

 Site Location

Plan 1 - Site Location

Betty Barn

Scale @ A4 1:6,000

Project No: A108315

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**TN01 - Conversion of Barn to Residential Dwelling
Betty Barn, Slaidburn Road, Waddington**

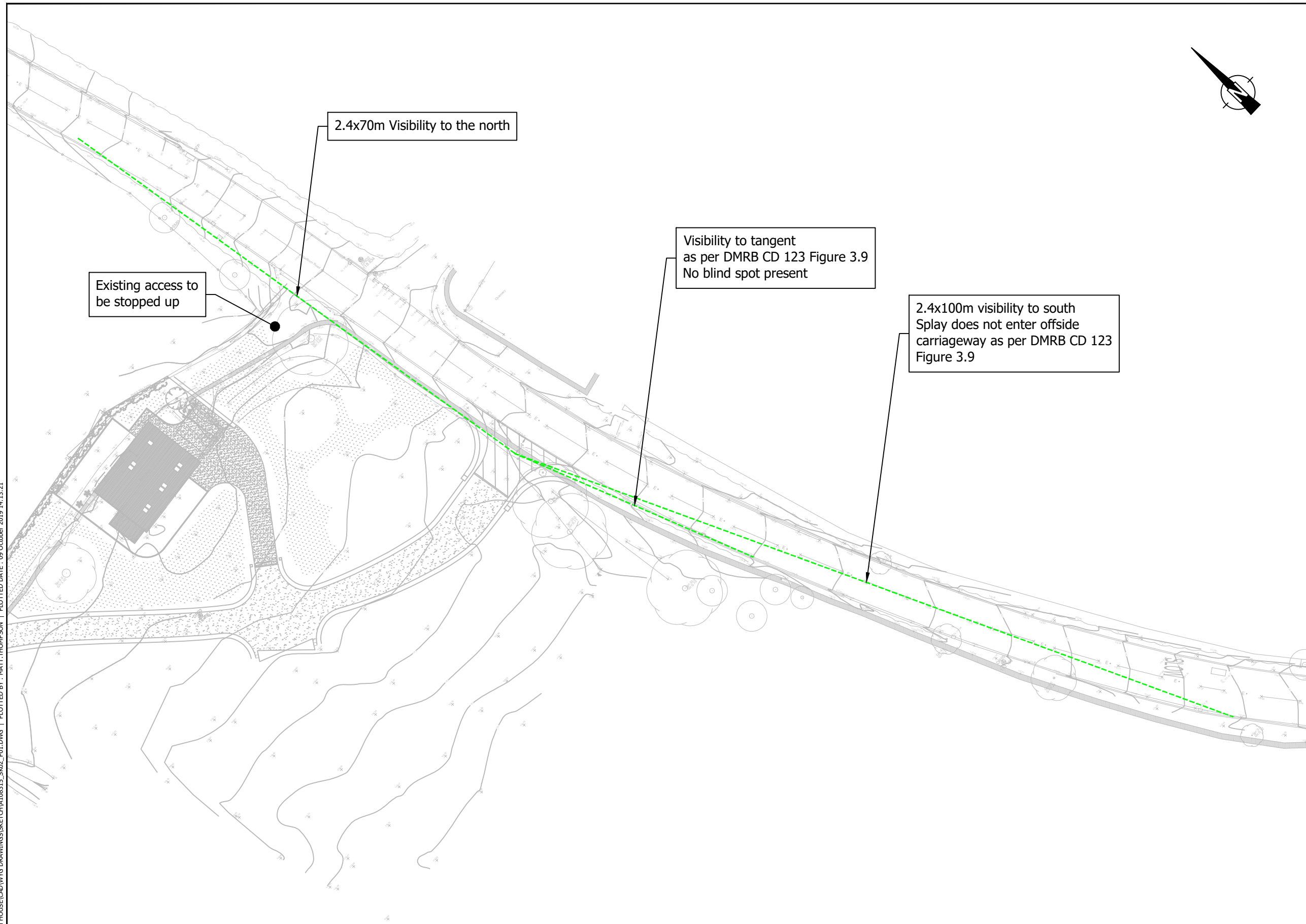


Plan 2 – WYG Drawing A108315-SK02-P01

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

NOTES

1. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. WYG DOES NOT TAKE RESPONSIBILITY FOR ANY DISCREPANCIES.
4. EXISTING ACCESS TO BE STOPPED UP AS PART OF THE PROPOSALS



PRELIMINARY ISSUE

P01	ACCESS TIED INTO NEW TOPO	MT	PB	PB	04.10.19
REV	DESCRIPTION	BY	CHK	APP	DATE

Ingham and York
Littlemoor, Clitheroe, Lancashire BB7 1HG

QUAY WEST at MediaCity UK
TRAFFORD WHARF ROAD
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Project:

Betty Barn

Drawing Title:
Proposed Site Access
Visibility Splays

Scale @	A3	Drawn	Date	Checked	Date	Approved	Date
	1:500	MT	01 19	PB	01 19	PB	01 19
Project No.	A108315	Office	27	Type	C	Drawing No.	SK02
						Revision	P01

FILENAME : J:\2018\A108315 BETTY BARN AND TEEWOOD FARM HOUSE\CAD\WYG DRAWINGS\SKETCH\A108315_SK02_P01.DWG | PLOTTED BY : MATT THOMPSON | PLOTTED DATE : 09 October 2019 14:13:21



Appendix A – Correspondence with Lancashire County Council

peter.blair

From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 11 June 2019 13:40
To: peter.blair
Subject: RE: Betty Barn and Teewood Farm

Afternoon Peter,

Don't worry I had an eye on the weather forecast which is why I went yesterday – shirt sleeves and sunglasses.

7m would be sufficient for the surfacing

Dave Bloomer
Highways and Transport
Lancashire County Council
0300 123 6780
www.lancashire.gov.uk

From: peter.blair <peter.blair@wyg.com>
Sent: 11 June 2019 11:22
To: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Cc: Admin | Ingham & Yorke <admin@inghamandyorke.co.uk>; Steven Abbott <stevena@abbott-associates.co.uk>; sarah <sarah@johnccowardarchitects.co.uk>
Subject: RE: Betty Barn and Teewood Farm

David,

Thank you, I hope you got your site visit in before the rain hit.

Your views mirror my own when I first saw the sites.

In relation to your comments on width and surfacing, i.e. “.....ensure that the access is capable of accommodating 2 way traffic at the entranceshould be suitably paved for the first 10m into the site”

The application drawings currently show 5.5m width at both entrances, but just 7m of suitably paved (in our case tarmacked) surfacing rather than the 10 you request. I don't expect this will be a big point either way but I would be grateful if you could let me know if our 7m will suffice. From memory, the existing accesses are compacted stone, possibly broken and patched surfacing, but definitely with loose stone up to the road edge.

I hope you got the confirmation from the Agent that the existing accesses would be closed.

In relation to your comment “I would be happy to review the proposals prior to the submission of any planning applications”

I sent the details to LCC as part of the pre-app request and to yourself previously. Please see also my email to you dated 24th May for further visit info at Teewood farm. I will provide updated plans if anything changes.

Thanks again and Regards

Peter Blair
Head of Transport- North

WYG

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From: Bloomer, David <David.Bloomer@lancashire.gov.uk>

Sent: 11 June 2019 09:55

To: peter.blair <peter.blair@wyg.com>

Subject: RE: Betty Barn and Teewood Farm

Morning Peter,

As promised I have now had the opportunity to visit the sites and it is apparent that the existing access points are substandard and offer poor visibility. Dealing with each of the sites in turn I would make the following comments

Betty Barn,

I am assuming that the proposals are to pre-empt a future application to convert the barn to residential. With this in mind it will be necessary to ensure that the access is capable of accommodating 2 way traffic at the entrance and possibly a passing place along the length. The access should be suitably paved for the first 10m into the site to avoid the likelihood of loose materials being dragged onto the highway. Also, if the barn is to be converted to residential it should be accessed from the new access track and as discussed the existing access should be permanently closed and walled.

Teewood.

The new access would improve the visibility for the existing residential developments served from this access and as such it would be supported. As with the previous case, I would require a similar access treatment. The existing access should be permanently closed to all traffic and walled.

With both cases, I would be looking at the overall improvement offered over the existing provision and as such it may not be necessary to adhere to the visibility splay guidance as appropriate for the prevailing 85th%ile speeds but this is not to say that the visibility should not be maximised, within reason, to the best achievable.

I would be happy to review the proposals prior to the submission of any planning applications

Dave Bloomer

From: peter.blair <peter.blair@wyg.com>
Sent: 10 June 2019 14:17
To: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Cc: Admin | Ingham & Yorke <admin@inghamandyorke.co.uk>
Subject: RE: Betty Barn and Teewood Farm

Great, Thank you David.

I am advised by the client that the closures of the existing accesses are within the applicants control, as all the properties currently served are within the same estate ownership.

By copy of this email I will ask the Estate's Agent, Ingham and Yorke to confirm that position to you. If you require the plans to be amended to indicate that please let me know.

I hope when you go on site, you will see that the "betterments" are actually very significant betterments indeed!

Thanks again for your help with these projects.

Regards

Peter Blair
Head of Transport- North

WYG

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From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 07 June 2019 12:21
To: peter.blair <peter.blair@wyg.com>
Subject: RE: Betty Barn and Teewood Farm

Afternoon Peter

On the face of the information provided it would appear that the proposals would provide betterment over the existing situations. I will go out on site early next week to have a look,

in the meantime can you confirm that the existing access points will be permanently closed. There is nothing on the plans to show that this is to be the case. In the case of Betty Barn , Hollin Farm share the access and their agreement will be required.

Dave Bloomer
Highways and Transport
Lancashire County Council
0300 123 6780
www.lancashire.gov.uk

From: peter.blair <peter.blair@wyg.com>
Sent: 24 May 2019 08:47
To: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Cc: Steven Abbott <stevena@abbott-associates.co.uk>
Subject: FW: Betty Barn and Teewood Farm

David,

I refer to our correspondence last year and earlier this year in relation to Betty barn and Teewood farm access proposals.

I can confirm that we have now made BACS transfers for the 2 pre-app consultation fees for highways.

I note that we had to send those through your pre-app development manager and the suggestion / concern is that ultimately the projects may not find their way to you for your consideration. That would obviously be a shame given the discussions and detail that we have submitted already.

In my previous submission (attached below) I mentioned that the proposed access to Teewood farm has now been drawn 5 metres further north than in the original proposals. That slight shift is even more beneficial to visibilities but frustratingly it takes the splay further beyond the extent of topo survey to the north.

For your information I visited the site again and took the attached photographs. They illustrate that although there is a wall present, which will be partly removed by the bellmouth, and then may need to be reduced in height slightly, there is a good lateral visibility splay to the north.

If you zoom in on photos 6599 and 6600 you can see an access on the opposite side of the road which is 230m away. Removing the overhanging bushes would allow an emerging driver to see almost that far to 1m out from the nearside road edge.

I then took photo 6603 to show the splay from a vehicle which has emerged say 1m. It's not just about lateral visibility and we should also consider the forward visibility available to a southbound vehicle. That driver doesn't need to see the driver of an emerging vehicle, 2.4 m back from the give way line, in order to know that the emerging vehicle is there. They just have to be able to see the emerging vehicle front bumper. My estimate of Forward visibility for southbound vehicles is approximately 260m

I hope you will find the attached photographs to be helpful.

You will of course appreciate that our case all along has been that even if the proposed visibilities don't quite accord with DMRB, they are a huge improvement on the existing situation, which can somewhat chillingly be seen in Photos 4387 and 4388

In relation to the proposed access, my client owns the field and wall behind the verge so consequently a planning condition along the lines of "a visibility splay of $x=2.4$ metres by $y=165$ metres, to the north shall be provided..." would be deliverable and would secure a transformational improvement over the existing.

I trust you will find this additional information to be helpful and I hope that it will be you who takes the project forward. That being the case, should you have any further queries please do not hesitate to contact me.

Thank you in advance of your considerations.

Regards
Peter Blair
Head of Transport- North

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From: peter.blair
Sent: 01 May 2019 15:39
To: 'David.Bloomer@lancashire.gov.uk' <David.Bloomer@lancashire.gov.uk>
Cc: 'Steven Abbott' <stevena@abbott-associates.co.uk>; 'Admin | Ingham & Yorke' <admin@inghamandyorke.co.uk>
Subject: FW: Betty Barn and Teewood Farm

David,

I refer to our emails below and now confirm that the client has submitted Pre-applications for the 2 barn conversion sites as we previously discussed.

My understanding is that they have paid pre-application fees to RVBC so we should now be in a position where that request has been answered. I note from your email that we have to pay a separate Pre-app fee to you as the Highway Authority. I have formally requested two pre application advices, using the forms you provided me. Copies of those requests are attached.

I have asked for the invoices ASAP and I will then raise a cheque straight away. You mentioned the cost of £50+vat for 2 dwellings. The applications are for 1 dwelling on each site. They are not far apart so I am unsure whether you were suggesting that both applications would be covered by the £50 or do we need to send 2 x£50 +vat cheques?

In terms of the highways traffic and transportation aspects of each application we previously did correspond on all the pertinent details in respect of road safety, replacement junction locations, lateral visibilities and layout as you can see from my submission and your previous comments, in the email trail below.

The overall case for each property is substantially the same in that whilst the proposed junctions do not comply fully to DMRB standards, they do represent a huge improvement over the 2 existing accesses, (currently used by several farms and businesses), which will be stopped up and taken out of use. The overall balance is that the benefits far outweigh the additional traffic from the proposed dwellings and without wishing to pre-empt your formal considerations I think you emails were acknowledging that position.

Given that several months have passed, the client has taken the opportunity to further revise one of the access locations very slightly and that is in relation to the proposals at Teewood farm. Sketch SK01 attached, is the layout which we previously discussed and that shows lateral visibility distance of 53 meters measured to the South.

The attached PDF file 18103 02G illustrates the revised junction and it can be seen that the revised layout moves the junction approx. 5m further north, thus increasing the separation distance between the junction and the buildings which are the constraint on lateral visibility to the south.

Hopefully the information below and attached is sufficient to enable you to formally comment on the proposals

I expect that over the coming days you will receive confirmation from the Planning Authority that the pre applications have been made.

I look forward to working with you on the project and should you require any further information please do not hesitate to contact me at your convenience.

Regards

Peter Blair

Head of Transport- North

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From: peter.blair

Sent: 16 January 2019 11:48

To: Bloomer, David <David.Bloomer@lancashire.gov.uk>

Subject: RE: Betty Barn and Teewood Farm

Thanks David, I will revert to the client

Peter Blair

Head of Transport- North

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From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 16 January 2019 11:44
To: peter.blair <peter.blair@wyg.com>
Subject: RE: Betty Barn and Teewood Farm

Morning Peter

The pre-app fee we charge is separate to that charged by RVBC . For 2 dwellings this would be £50 (scale of charges attached for your info) which if used would allow me to devote further time to assess the proposal and also visit the site.

I am mindful that the proposals may provide betterment over the existing situations and this would be taken into consideration in my formal comments to any planning submission that may be forthcoming.

Should you wish to go down the pre-app route I have attached the Guidance notes and application form for your info.

Dave Bloomer
Development Support
Lancashire County Council

From: peter.blair [<mailto:peter.blair@wyg.com>]
Sent: 15 January 2019 13:28
To: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Cc: Steven Abbott <stevena@abbott-associates.co.uk>; Admin | Ingham & Yorke <admin@inghamandyorke.co.uk>; sarah <sarah@johnccowardarchitects.co.uk>
Subject: RE: Betty Barn and Teewood Farm

David,

Thank you for the quick response and apologies that my reply now, hasn't been quite so prompt!

Quick question(s) on Pre App Fee. How much is the fee please?

I think the client has paid a pre-app fee to RVBC. Might that cover your involvement?

Drawings Revised

All your points are understood. I have spoken to the architect about providing all your required geometries. N.B. as I mention below, that is with the exception of Y distances to accord with 85th %ile wet weather speeds.

Their revised drawings, incorporating your requirements are attached.

Vehicular Speeds

Four ATC surveys have been carried out on Slaidburn Road, either side of the two access junctions. The purpose was to record the approach speeds in both directions, so as to give data upon which to consider lateral visibility. The locations of the surveys are shown on the attached aerial screenshots.

The surveys were undertaken in June / July, in our driest summer. The data can be taken as "dry weather speed" results. The 85th percentile speeds for each ATC are as follows:

Survey	Northbound Speed (mph)	Southbound Speed (mph)
ATC 1	46.5 (44 WW)	
ATC 2		51.0 (48.5 WW)
ATC 3	49.8 (47.3 WW)	
ATC 4		54.1 (51.6 WW)

(WW Denotes Wet Weather Speeds)

I have to say that these are higher than I had expected and higher than I witnessed on my site visit.

Visibility Splays

It is important to recognise that the case for the new accesses, is that they provide huge improvements over the practically non-existent lateral visibilities at the existing junctions and it is not, that they comply with DMRB Visibility criteria.

Nevertheless it is worthwhile quantifying what DMRB would recommend.

The design of visibility splays in DMRB is based on wet weather speeds and since the recorded speeds were "dry". It is permissible to deduct 4kph (2.5mph) to replicate "wet speeds" The maximum 85th %ile wet speed is therefore 51.6mph. According to the Design Manual for Roads and Bridges, TD 42 /95, the required lateral visibility distance for a design speed of 85kph (53.12mph) is 160m.

Similarly for a design speed of 70kph, (43.75MPH) a 120m Y distance is recommended according to DMRB.

All the speed readings fall between the 120m and 160m requirements and DMRB suggests rounding up, thus giving 160m splay recommendations for each splay.

That said, the Northbound approach to the Betty Barn access (ATC1) is uphill, meaning that stopping and slowing characteristics are improved. The vehicle approaching has just left a 30mph restriction, 200 m further south and the recorded speed of 44mph is so close to the 43.75mph threshold (below which 120m splays are suggested) that it is considered that a 120m splay should be adequate in that case.

Of course that is only a view based on using DMRB. From the data we can say that speeds are beyond the range where Manual for Streets applies (>40mph). Again, however MFS suggests just 56m as a Y distance for 37 mph traffic and it is perhaps worth mentioning that the Highway code gives the combined thinking and braking distance for a car travelling at 50mph, as (15+38=) 53m

The attached drawings show the now achievable visibility splays in addition to the geometric parameters you request.

For comparative purposes, Y distances as measured from X distances of 2.4m are tabulated below.

Visibility from x=2.4	Existing Junction Y Distance (m)	Proposed Access Y Distance (m)
Teewood Barn looking North	0	63**
Teewood Barn looking south	0 10*	53
Betty Barn Looking North	30	57**
Betty Barn Looking South	8	58**

* Only achieved when encroaching out into road with X<2m

** As measured to the extent of available topographic mapping. Y distance on site will be further.

N.B. the proposed splays were measured from x=2.4, to the nearside carriageway edge. If measured from x =2m the splays would be longer. If measured to the vehicle path or 1m out from the carriageway edge the splays would be longer still.

It can be seen that the proposed accesses not only deliver huge improvements but they also provide visibilities which afford more than the recognised stopping distances, which the existing arrangements clearly do not.

In terms of Forward stopping sight distances, those are measured from the middle of the approach lane to the give way line of the access. An approaching driver does not need to see the drivers eye in an emerging vehicle 2.4m back from the give way line. They just need to see the front bumper of an emerging vehicle to know that it is there. That less onerous FSD construction means that the available Stopping Sight distances on the ground are invariably longer than the Y distances in any given access situation. In other words an approaching driver can see an emerging vehicle in enough time to be able to stop, whereas at present they cannot.

It can be seen that both proposed accesses offer huge improvements and our case is how that should be seen as a planning benefit, given that existing premises use the severely substandard junctions every day. In the future if the proposals are approved those junctions will be stopped up and all traffic will benefit from the significantly better arrangements.

Our client could have chosen to progress these schemes on the basis that the additional traffic from one additional dwelling is immaterial. Instead he has taken our advice to propose new, significantly better junctions, which will also benefit existing junction traffic.

The rural locations of the sites are such that it is not possible to achieve the full DMRB Trunk road standards for access, but then again neither do any of the other existing accesses onto the Slaidburn Road. In that context we hope you would agree that the proposals constitute a nett benefit i.e their benefit outweighs the additional traffic from an additional dwelling in each case.

Your Other Queries

In Relation to your Query "*More specifically the Teewood plan shows 2 barn conversions, how is access gained to the smaller of the 2?*"

I asked the architect the same question and they have responded thus:

"Re. Teewood Farm and the two barn conversions, it is proposed that the smaller of the barns will be ancillary to the main barn and therefore access and parking is via the same route."

In relation to your point; "*For Betty Barn there is a nearside blind spot for northbound approaching traffic.*"

I do not believe there is a blind spot. I suspect that you have correctly noticed that the Architect did not also show the tangential visibility splay as required by Figure 7/2 on page 7/3 of DMRB TD42/95. We have now shown that splay correctly.

Summary

In summary, full standards to DMRB cannot be met but the proposals deliver significant betterments. We say that the improvements that would be delivered for existing access traffic joining the adopted highway would outweigh the immaterial additional impacts from a single new dwelling in each case and we would welcome your support in that view.

Finally I would like to thank you again for considering our proposals.

Peter Blair

Head of Transport- North

WYG

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From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 07 January 2019 14:17
To: peter.blair <peter.blair@wyg.com>
Subject: RE: Betty Barn and Teewood Farm

Morning Peter ,
Hope you had a good break, apologies for the delay, I took the 2 weeks off, first day back today.

I don't know if you are aware but LCC now operate a paid pre-application service into which category would fall into. Having said that and without the benefit of a site visit I would not have any major concerns regarding the proposals as you have suggested that there will be an element of betterment to the existing users as well as the new dwellings. It would be down to the 85th %ile speed readings to determine if the splays ae sufficient. Without looking at the submitted plans in too much detail, I would generally require the following,

Gates set back to a minimum of 7m from the carriageway edge

A width of 5.5m at the site entrance to allow 2 opposing vehicles to pass minimum distance of 7m as above.

An 'x' distance of 2.4m

'y' distances appropriate to the 85th %ile

Facilities to enable all vehicles to enter and leave the respective sites in forward gear

More specifically the Teewood plan shows 2 barn conversions, how is access gained to the smaller of the 2?

For Betty Barn there is a nearside blind spot for northbound approaching traffic.

If you would rather go down the pre-app route then let me know and I will arrange for the necessary paperwork to be forwarded to you

Dave Bloomer
Development Support
Lancashire County Council

From: peter.blair [<mailto:peter.blair@wyg.com>]
Sent: 21 December 2018 12:06
To: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Subject: Betty Barn and Teewood Farm

Dear David,

It has been many years since we worked together, bringing forward the retail site in Padiham. I trust that you are well and still a keen cyclist.

I understand that you are the DC officer for the Waddington area, hence me writing to you now. If you are not, please let me know.

I wanted to run two fairly straightforward proposals past you to seek your initial comments. Both proposals involve farm premises on the Slaidburn Road north of Waddington. Both are barn conversions and both result in one additional residential dwelling being delivered on each site.

I attach two Aerials which were produced so we could commission speed surveys but they also usefully show the locations of the 2 sites

Both sites currently also serve existing farm and residential premises and both sites have existing substandard access junctions.

Clearly the traffic associated with a single dwelling is immaterial but when I undertook my site visit earlier this year, I immediately informed the client that I thought the existing access junctions were so poor that I doubted whether the Highway Authority would lend support.

More specifically, from my site notes at Teewood Farm, I said:

“Now exiting from Teewood Farm. There is white channel line to keep cars out from the verge but even with the front of my car probably encroaching 600mm into the road, lateral visibility in both directions is about 10m to the south and well, nothing to the north although arguably if you looking to the far side of the oncoming lane you might be able to see 10m or so. “

Even with the emerging vehicle edging out, about a metre into the road, the visibility only improves to around 30m in each direction”.



For Betty Barn I said:

“The road here between the stone walls is not wide enough for two vehicles to pass and the stone wall to the right is far too high to allow any lateral visibility. That may be capable of being reduced but from a distance of about 2.4m the visibility is only about 8m. Looking to the north the lateral visibility is better but still only about 30m and the grass verges have recently been cut.”



Having emerged say 600mm into the road, I gauged the visibility to the north as still only about 30m and there is also a rise in the road there, which makes achieving further sight distance difficult. Visibility to the south is better, technically speaking it doesn't comply with DMRB but if the driver eases out a little they can see perhaps 120m or so. Whilst on site, northbound approaching drivers did see my vehicle about to emerge and moved across the in the road, crossing the centreline by about 300mm. The actual hard surfaced main road width there is about 6.3m and there are white strips about 200mm 150mm out from either channel line."

I therefore advised the clients in both cases that they should seek to bring forward an alternative and significantly better access junction location.

The logic behind this is that although the traffic from one additional residential dwelling will be immaterial, it would be beneficial to road safety to take the existing substandard junctions out of use and direct all new and existing traffic through better junctions. . Our proposal is therefore to block them up and propose two new, significantly better junctions to accommodate not just the additional residential dwelling but also all the existing site access traffic, which currently uses the poor existing junctions. In that way and on balance of those matters, I consider that the proposals clearly represent a significant betterment.

I attach the architects preliminary drawings, showing the two new / relocated access proposals and I trust that you will agree.

The available topographic information does not extend far enough at present, to show the full extent of visibility splays. Moreover at Teewood Farm, the architect has mis-drawn the junction give way at the back of verge, rather than to the channel line. I will seek to have both those issues rectified in the new year but they don't change the fundamental point that these new access locations will bring significant betterment. In addition, drawing the Teewood access correctly to the channel line will improve visibility further, as would adopting an X distance of 2 rather than the 2.4 they have shown or measuring X distance back from the edging white lines.

I have to say that the lateral visibilities which will be achievable at the new junctions may still not be to the DMRB Standards, but they do represent a very significant improvement over the junctions which are there are present.

I look forward to hearing from you and if I don't get to speak to you before Christmas I wish you and yours all the best for Christmas, the New Year and 2019.

Peter Blair

Head of Transport- North

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Please note that our UK offices will be closed on 24th December and will not reopen until the new year (2nd January / 3rd January in Scotland). We wish you seasons greetings and all the best for 2019.

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