

Ribble Valley Borough Council
Housing & Development Control

Tel 0300 123 6780
Email developeras@lancashire.gov.uk

Your ref 3/2021/0566
Our ref D3.2021.0566
Date 26th October 2021

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2021/0566**

Address: **Twitter Bridge Farm Barn Twitter Bridge Farm Twitter Lane
Waddington BB7 3LG**

Proposal: **Proposal to block off an existing farm gateway and hedge. Provide a new field access approx 20m from the existing, to include an area of hard standing with gateway. This proposal is following planning permission granted (3/2018/0750).**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed creation of a new access at Twitter Bridge Farm Barn, Twitter Bridge Farm, Twitter Lane, Waddington.

Phil Durnell

Director of highways and Transport
Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD
www.lancashire.gov.uk

The LHA are aware of the planning application 3/2018/0750, which was for the change of use of a barn into a dwelling at the site. The application was permitted on 08/02/2019.

It is worth noting that the proposal is to serve an existing agricultural field at the site. Currently it is accessed approximately 20m away from the proposal.

Site Access

The LHA understands that the site will be accessed directly off Twitter Lane which is a C classified road subject to a 30mph speed limit.

The LHA have reviewed John Pallister project number 511/201 titled "Proposed Gated Entrance and Track" and understands that the site will be 6.1m wide at the public highway and then the width will reduce to 4.3m at a distance of 3m from the public highway.

For the access to comply with the LHAs guidance, the LHA require the access to be a minimum of 4m wide for a distance of 6m. Therefore, the access does not comply with the LHAs guidance.

However, due to the internal access track being 4m wide, the access is able to comply with the LHAs guidance and so the LHA will condition this.

Furthermore, the LHA are aware that the gate will be setback a distance of 3m from the public highway. For the access to comply with the LHAs guidance, the LHA require the gate to be setback a minimum distance of 6m from the public highway. Again, the access does not comply with the LHAs guidance but the LHA are able to condition that the gate is setback the required distance before it is brought into use.

The LHA are also aware that the access is able to achieve vehicular visibility splays of 2.4m x 33.5m to the right of the access and 2.4m x 70m to the left of the access.

For a 30mph road to comply with the LHAs guidance, the LHA require the access to provide visibility splays of 2.4m x 43m in both directions. However, while the left visibility splay complies with the LHAs guidance, there is a shortfall to the right of the access by 6.5m. That being said, the shortfall in visibility is minimal and so the LHA will accept the shortfall in this case.

Highway Safety

There have been three recorded Personal Injury Collisions (PICs) within 500m of the application site in the last five years. Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as access to the field is already existing and so there is likely to be no increase in traffic, following the proposal.

Internal Layout

There are no parking arrangements planned but the LHA are aware that there is adequate space on the access track for vehicles to park.

Conditions

1. The proposed access shall be constructed to a minimum width of 4 metres and this width shall be maintained for a minimum distance of 6 metres measured back from the nearside edge of the carriageway.

REASON: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users.

2. No building or use hereby permitted shall be occupied or use commenced until the verge has been reinstated to full height, where any vehicle crossover(s) are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

REASON: To maintain the proper construction of the highway and in the interest of pedestrian safety.

3. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 6 metres of the highway boundary, nor shall any be erected within a distance of 6 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2021).

4. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

5. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 6 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021)

Informatives

- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Yours faithfully

Ryan Derbyshire

Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council