

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0697
Our ref D3.2021.0697
Date 22nd July 2021

FAO Laura Eastwood

Dear Sir/Madam

Application no: **3/2021/0697**

Address: **Kitchens Cross Lane Bashall Eaves BB7 3NA**

Proposal: **Erection of new stable block and change of use of land for all-weather manege for private use. Resubmission of 3/2020/0482.**

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

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the erection of a new stable block and change of use of the land for an all-weather manege at Kitchens, Cross Lane, Bashall Eaves.

The LHA are aware that the application is a resubmission of application reference 3/2020/0482, which was for a similar scheme at the site. The application was later refused by the Local Planning Authority (LPA) on 28th August 2020.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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Site Access

The LHA understands that the site will utilise an existing, field access directly off Cross Lane which is an unclassified road subject to a 60mph speed limit.

The LHA have reviewed ML drawing number ML/SH/5811 titled "Plans and Elevation" and understands that the access width will be approximately 6m wide and will be bound on both sides by a fence or a hedge. The access width, however, narrows the further into the site, with the access width being approximately 5m wide at a distance of 10m from the public highway.

To fully comply with the LHAs guidance, the LHA require the access width to be a minimum of 5.5m wide and when bound on both sides by a hedge or a fence an additional 1m should be added. The access should be 5.5m wide for a minimum distance of 10m from the public highway. Therefore, the LHA require a revised plan showing these alterations have been made at the site.

Not only this but the LHA advise the Applicant, that the width of the entire track into the site should be a minimum of 5.5m wide. This is because the Applicant has shown a tracked drawing, on ML drawing number ML/SH/5811, of a large vehicle such as a horse box entering and exiting the hardstanding area at the site. On the tracking drawing, it shows that the access track width is particular narrow for a large vehicle to manoeuvre around the corner of the track and when entering/ exiting the hardstanding area. Therefore, the LHA advise the Applicant to consider increasing the width of the access track to 5.5m for the ease of large, vehicle movements entering and exiting the site.

Conclusion

Should these considerations be reassessed the LHA will be in a better position to fully assess the application.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council