

Ribble Valley Borough Council  
Housing & Development Control

Tel 0300 123 6780  
Email [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)

Your ref 3/2021/0771  
Our ref D3.2021.0771  
Date 19<sup>th</sup> January 2022

FAO Laura Eastwood

Dear Sir/Madam

Application no: **3/2021/0771**

Address: **Tan Yard Farm Ribchester Road Hothersall PR3 3YA**

Proposal: **Prior notification of the proposed change of use of two traditional stone barns to form three new dwelling houses with associated building works including the insertion of new door and window openings to achieve natural light in all habitable rooms.**

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 prior notification of the proposed change of use of two agricultural stone barns to form three new dwellings at Tan Yard Farm, Ribchester Road, Hothersall.

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**Phil Durnell**

Director of highways and Transport  
Lancashire County Council  
PO Box 100 • County Hall • Preston • PR1 0LD  
[www.lancashire.gov.uk](http://www.lancashire.gov.uk)

## **Site Access**

The LHA are aware that the site will continue to utilise an existing access track directly off Leys Close which is an unclassified road subject to a 40mph speed limit.

The access track currently serves the 2 barns as well as serves Public Footpaths 3-35-FP27 and 3-23-FP3 which enters the site and leaves at an adjacent field.

The LHA have reviewed the supporting documents and are requesting that a more detailed access drawing is submitted showing the width of the access.

The LHA remind the Applicant that an access serving 3 dwellings is required to be 4.25m wide for a total distance of 5m from the highway boundary.

The LHA also require a revised drawing to show that the site can provide visibility splays of 2.4m x 65m in both directions.

The LHA remind the Applicant that should the access not be able to provide the minimum visibility splays for a 40mph road, the LHA require a speed survey to be undertaken at the site access, demonstrating the 85th percentile speeds of traffic along Leys Close. The speed survey should then be submitted along with a visibility splay drawing to the LHA.

Furthermore, the LHA would also advise that the access track has at least one passing bay so that two-way movements can occur at the site. The LHA advise the Applicant that the dimensions of the passing bay should be 2m wide x 5.5m in length.

## **Internal Layout**

The LHA have reviewed Lee Fenton drawing number LF/JH/3603 and understands that 2 car parking spaces per dwelling will be provided at the site. This complies with the parking guidance as defined in the Joint Lancashire Structure Plan.

However, the LHA have reviewed the drawing and have concerns regarding the parking spaces provided for Plot 1. This is because, firstly, the LHA are unsure where vehicles parked in these spaces will be able to turn around and leave the site in a forward gear. This is because the 2 spaces are provided in a parallel parking formation. Therefore, the LHA have concerns where these vehicles can turn around, especially when the driveways of the neighbouring dwellings have vehicles parked in them. This could lead to vehicles parked in the spaces in Plot 1 to reverse a significant distance down the track towards the public highway to find a turning area.

Not only this but the dimensions of the parallel space which will provide 2 spaces do not comply with the LHAs guidance. This is because the length of the space is only 11.3m, while the guidance requires the length to be 12m when the space is providing 2 spaces. Therefore, there is a shortfall in 0.7m. The shortfall in the space could lead to one of the parked vehicles overlapping the designated parking area for Plot 1,

meaning that the space will obstruct the driveway for Plot 2. This could cause vehicles exiting the driveway of Plot 2 to be unable to exit until the vehicle moves.

The LHA do note that the access track will remain private and unadopted, and that the parking arrangements will not have any impact on the public highway due to the site being a significant distance away.

However, the LHA do advise that these issues are resolved and that the parking spaces for Plot 1 are relocated and provided in a more traditional manner. One solution is to relocate the spaces adjacent to Plot 3.

### **Conclusion**

The LHA are unable to fully assess the application, until further information is submitted.

Yours faithfully

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