

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0803
Our ref D3.2021.0803
Date 14th October 2021

FAO Laura Eastwood

Dear Sir/Madam

Application no: **3/2021/0803**

Address: **Fell View Barn Barret Hill Brow Bolton by Bowland BB7 4PQ**

Proposal: **Proposed change of use of agricultural building to education barn.**

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 a re-consultation for the proposed change of use of an agricultural building to an education barn at Fell View Barn, Barret Hill Brow, Bolton By Bowland.

The LHA previously responded to the application on 6th September 2021, requesting further information from the Applicant regarding the access track, the internal layout of the site and an Operation Statement.

The Applicant has now submitted the relevant information, which can be found on the Local Planning Authorities website.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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It is also worth noting that the LHA are aware of the relevant planning history at the site:

3/2021/0804- Proposed riding arena and horse exerciser. Permitted- 27/09/2021.

3/2020/0788- First floor extension to form a bedroom with balcony over existing lounge. Refused- 04/12/2020.

3/2018/0931- Change of use of land to residential curtilage and conversion of stable building to ancillary living accommodation. Permitted- 28/02/2019.

3/2017/1059- Equine stables to accommodate two horses, incorporating tack room, hay and equipment storage, disabled hoist and horse shower. Amendments to design approved under planning permission 3/2016/0648. Permitted- 08/12/2017.

3/2016/0648- Equine stables to accommodate two horses, incorporating tack room, disabled hoist and horse shower. Permitted- 24/08/2016.

It is also worth noting that the agricultural building which is proposed to be converted into the educational barn, was approved to be erected under application reference 3/2010/0924. In the decision notice, Condition 4 stated:

"The proposed agricultural building shall be used for agricultural purposes only and no trade or business whatsoever shall be carried out from within the building."

REASON: In order to ensure that the building is justified for agricultural purposes in accordance with Policy G5 of the Ribble Valley Districtwide Local Plan."

Site Access

The site will utilise an existing agricultural track which serves the existing farmhouse, agricultural buildings and the proposed riding arena and horse exerciser which was recently approved under application reference 3/2021/0804.

The access is served directly off Barrett Hill Brow which is an unclassified road subject to a 60mph speed limit. The access track also serves Public Footpath 3-7-FP21 for a short distance into the site. The LHA makes the Applicant aware of the informatives below associated with the Public Footpath.

The LHA have reviewed the drawing titled "Site Access" dated 4th October 2021 and understands that the access width is 7.8m wide for a distance of 5m behind the public highway. The track then narrows to 4.8m at a distance of 6.3m from the highway and then reduces to 3.1m for the duration of its length.

While, the access track does not fully comply with the LHAs guidance which requires the track to be 6m wide for a distance of 10m behind the public highway, the LHA in this case will accept the shortfall. This is because the access track is currently existing and serves the existing farm at the site who use large agricultural vehicles when accessing the site.

These large agricultural vehicles are able to use the access track without incident and the tracking drawings which have been submitted by the Applicant show that a minibus, which are likely to transport the 12 customers to the site as stated in the supporting document titled "Further Information as requested by the Local Highway Authority," are able to use the track. Therefore, the LHA will accept the shortfall given that the site only has 2 appointments of 12 visitors per day as stated in the document titled "Further Information as requested by the Local Highway Authority." The LHA as a result will condition this.

The LHA are also aware that the existing gate is setback a distance of 6.3m from the public highway. Usually the LHA require a gate serving an agricultural area to be setback a distance of 10m from the public highway. However, with the agricultural use being established at the site for a number of years the LHA will accept the shortfall.

Furthermore, the LHA welcome the introduction of passing bays along the access track which measures approximately 180m from the public highway to the site. These passing bays will allow two-way movements to occur at the same time by one vehicle waiting in the bay as another vehicle passes by. As a result, of the introduction of these bays the LHA have no further comments to make.

Highway Safety

There have been no Personal Injury Collisions recorded within 200m of the site and therefore the LHA have no pre-existing highway safety concerns.

Trip Generation

The LHA have reviewed the document titled "Further Information as requested by the Local Highway Authority," and understands that the site will operate on an appointment only basis. There will be 2 appointments per day with 12 visitors per group.

The target audience for the educational barn is school children and mental health patients, as stated in the Planning Statement. These visitors are likely to be transported to the site by individual cars or a minibus depending upon the type of audience.

Therefore, the site is likely to generate a maximum of 24 two-way trips which are likely to occur during off peak hours. As a result of this the impact on the wider transport network is marginal and so the LHA have no further comments to make.

Internal Layout

The LHA have reviewed Buy a Plan drawing titled "Parking Plan" and understands that the site will provide 12 car parking spaces including 2 disabled spaces. While the LHA would normally require an education barn with the internal floor area

measuring 450 square meters to provide 13 car parking spaces as defined in the Joint Lancashire Structure Plan, the LHA in this case will accept the shortfall.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing titled "Site Access" dated 4th October 2021 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Buy a Plan drawing titled "Parking Plan". Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

3. The development hereby permitted shall operate by appointments only and shall be restricted to two appointments of 12 customers per day.

REASON: To ensure that any future changes to customer numbers and the operation of the business can be fully considered by the Local Planning Authority, in consultation with the Highway Authority, and in the interest of highway safety.

Yours faithfully

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