

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
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Your ref: 3/2022/0777
Our ref: D3.2022.0777
Date: 16th March 2023

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0777**

Address: **Teewood Farm Barns Slaidburn Road Waddington BB7 3JJ**

Proposal: **Demolition of modern agricultural buildings and conversion and extension of two barns to form one new two-storey dwelling with separate two-storey annexe building in curtilage including construction of new access, drainage and landscaping. Single storey link extension to connect two barns.**

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 demolition of modern agricultural buildings and the conversion of a barn to a single dwelling connected to a two-storey annexe building at Teewood Farm Barns, Slaidburn Road, Waddington.

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



The LHA previously responded to the application on 9th November 2022 requesting further information regarding the parking arrangements for the existing dwelling at Teewood Farm.

Since then, a Highway Note has been provided by the Agent, Define dated 9th November 2022. This will be reviewed below along with all of the other supporting information.

The LHA are aware of the most recent planning history at the site with it being listed below:

3/2019/1034- Demolition of modern agricultural buildings and conversion and extension of two barns to form one new two-storey dwelling with separate two-storey annexe building in curtilage including construction of new access, drainage and landscaping. Permitted 17/04/2020.

Site Access

The LHA are aware that the proposal will provide a new access located off Slaidburn Road which is a B classified road subject to a 60mph speed limit.

Currently, the site is accessed off a private, unadopted road named "Freeholds Lane," which is located off Slaidburn Road and serves numerous farms. However, following the proposal the existing dwelling serving Teewood Farm will still use the lane, while the proposed dwelling will utilise a new access directly off Slaidburn Road.

The LHA have reviewed Define drawing number 046_PLN_200 Rev B titled "Proposed Site Plan" and are aware that the access width complies with the LHAs guidance when serving a single dwelling and for agricultural use.

However, the LHA have reviewed Define drawing number 046_PLN_204 Rev A titled "Proposed Site Access" and are aware that the site access can only provide visibility splays of 2.4m x 165m to the left and 2.4m x 68m to the right of the access. This does not comply with the LHAs guidance for a 60mph road, with the LHA requiring visibility splays of 2.4m x 214m in both directions.

Despite the shortfall in both directions, the LHA will accept the shortfall in visibility. This is because the existing access, which is located off Freeholds Lane, has minimal visibility due to the location of the existing outbuilding to the left and the vegetation and curvature along the adopted highway to the right of the access. Therefore, while the proposed access does not comply with the LHAs guidance, the access is better in terms of highway safety than the existing due to the access being able to achieve more visibility. As a result, of this the LHA will accept the shortfall and will have no objection to the creation of a new access.

The LHA inform the Agent that a Section 278 agreement will be required to create the proposed access.

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.



Internal Layout

The LHA have reviewed Define drawing number 046_PLN_200 Rev B titled "Proposed Site Plan" and are aware that 3 car parking spaces have been provided for the proposed 4 bed dwelling. This complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

It is worth noting that the parking arrangements for the existing dwelling titled "Teewood Farm," will remain as existing and accessed off Freeholds Lane. Therefore, the LHA have no objection to the proposal.

The LHA will condition, however, that a minimum of one electric vehicle charging point is provided on the driveway and some form of cycle storage provision is also provided for the proposed dwelling.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Define drawing number 046_PLN_200 Rev B 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).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 165 metres to the left and 2.4 metres by 68 metres to the right have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

4. 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 5 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).

5. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Define drawing number 046_PLN_200 Rev B. 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).

6. Prior to the first occupation the dwelling shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel.

7. No building or use hereby permitted shall be occupied or the use commenced until a cycle storage plan for the residential unit has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

REASON: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informatives

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Yours faithfully



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

