

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2022/1072  
Our ref: D3.2022.1072  
Date: 9<sup>th</sup> December 2022

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2022/1072**

Address: **Pewter House Farm Commons Lane Balderstone BB2 7LN**

Proposal: **Change of use of three adjoining steel portal frame agricultural structures to five dwellings under Class Q (a) and (b) of the GPDO. Resubmission of application 3/2022/0909.**

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

### **Summary**

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

### **Advice to Local Planning Authority**

The Local Highway Authority advises the following reasons for refusal:

*1. The proposal, if permitted, would lead to the intensification of use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

*2. The proposal, if permitted, would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

**Lancashire County Council**

Phil Durnell

Director of Highways and Transport

PO Box 100, County Hall, Preston, PR1 0LD



## **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use of an agricultural building to 5 dwellings under Class Q (a) and (b) of the GPDO at Pewter House Farm, Commons Lane, Balderstone.

The LHA are aware that the application is a resubmission of application reference 3/2022/0909, which was refused by the Local Planning Authority on 11<sup>th</sup> November 2022 with one of the reasons being highway.

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

3/2019/0561- Removal of condition 2 (occupancy condition) from planning permission 3/2007/0734 to allow the holiday cottage to be used as a dwelling. Refused 19/07/2019.

3/2007/0734- Replace disused tractor and cart house with a pair of semi-detached holiday cottages. Permitted 07/03/2008.

## **Site Access**

The LHA are aware that the 5 proposed dwellings will utilise an existing, private, unadopted access track called Carr Lane, which is located off Commons Lane, an unclassified road subject to a 30mph speed limit. Carr Lane is used to serve numerous dwellings, outbuildings and farms as well as Public Footpath 3-4-FP34.

The LHA have reviewed the supporting documents and understands that a drawing has not been submitted which shows the full length of Carr Lane and the access onto Commons Lane.

Usually, the LHA would request that a detailed site access plan is submitted detailing the width of the access and whether the access can provide visibility splays of 2.4m x 43m in both directions given the 30mph speed limit of Commons Lane.

However, the LHA have reviewed the access by analysing Mapzone, the digital mapping software used by Lancashire County Council, Google Streetview which has images of the access generated from May 2011 and conducted a site visit on 19<sup>th</sup> October 2022 and found that the access is unlikely to achieve the minimum visibility splays for a 30mph speed limit. This is due to the vegetation on both sides of the access, which includes two highway trees located within the highway verge to the left of the access, providing obstructions within the access's visibility splays. Therefore, due to these obstructions, the LHA are concerned that the proposal will intensify the use of a substandard access.

Furthermore, the LHA are aware by using Mapzone, Google Streetview and conducting a site visit, that the access width is also inadequate for the intensification of use. This is because the LHA normally require an access serving numerous dwellings and agricultural holdings to be a minimum of 6m wide for a distance of 10m behind the highway boundary. However, by reviewing Mapzone, the width is approximately 5m wide, but the mapping software does not take into account the verge which is located on both sides of the access



track, meaning that the access width is much less than advertised. Therefore, the LHA are aware of the likely shortfall and so are concerned that the proposal will intensify the use of a substandard access.

The LHA are also aware by undertaking a site visit and reviewing Mapzone that the access track is single tracked in nature and has only two passing places for the full duration of its length, which measures approximately 540m to Pewter House Farm. The LHA do acknowledge that past the dwelling called "Beacon Cottage" and as shown on Paragon Highways drawing number 2133-101A which shows a swept path of a small refuse vehicle, that the access track does widen slightly and that there are more areas which can be used as informal passing places, should another vehicle be approaching.

Despite this, the LHA are more concerned about the first and middle section of the access track, with the first passing place being located approximately 250m away from the site access. Given the single-track nature of the carriageway, only one-way movements can occur in these sections meaning that should vehicles meet then one of the vehicles will have to reverse until the previous passing place is found. This could be detrimental to highway safety and potential conflicts could occur between pedestrians using Public Footpath 3-4-FP34, which is located on Carr Lane and other vehicles, with the proposal likely to generate more traffic.

Furthermore, the access track also suffers from poor inter-visibility in places, especially where number 1 Carr Lane Cottage is located. This is due to the dwelling slightly overhanging the access track meaning that the dwelling obstructs the view of approaching vehicles. As a result of this, the area could potentially cause a conflict pinch point following the intensification of use of the track.

### **Trip Generation**

The LHA are aware that a 12-hour traffic survey for Pewter House Farm only, has been conducted by a Transport Consultant on 9<sup>th</sup> November 2022. The information can be found in the Technical Note provided by Paragon Highways.

The LHA note that a traffic survey should be conducted for 7 days when supporting an application to receive more accurate data and that all traffic should be recorded, not just associated with the farm. This is because it could cause ethical issues associated with the recording of the data.

The need for the survey to be conducted for 7 days is more prudent when, as stated in the Technical Note that *"due to the retirement of the current owner of the farm, the farm operations are substantially reduced from when the farm was working to full capacity."* Therefore, the traffic survey does not give a true reflection of the average number of trips the site could generate each day given the semi-retirement of the farmer and does not reflect the number of trips Carr Lane generates.

In any case, the recorded traffic survey found that on this given day that the farm generated 60 trips to and from Carr Lane.

To compare these findings to the predicted proposed trip generation, the Transport Consultant conducted a TRICS assessment. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The table of the TRICS assessment has been replicated below:

Land Use: Dwellings (per Unit)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
<b>Trip rate per Unit</b>	0.153	0.362	0.515	0.326	0.168	0.494
<b>Total Trip Generation</b>	1	2	3	2	1	3

*Table 1: Predicted proposed trips to the site.*

While the site is likely to generate 6 two-way trips during peak hours and generate between 20-24 trips per day, which is unlikely to have a cumulative impact on capacity of the wider highway network, the LHA are still concerned about the suitability of the access track which serves the site.

The LHA also question how, as stated in the Technical Note, that the proposal will reduce trips associated with the farm by 60% given that the farm has access to other outbuildings which could replace the 3 converted agricultural buildings, should these generate any trips at all.

Therefore, the LHA still conclude that the proposal is likely to generate more trips than the existing use unless more details are given regarding the use of the agricultural buildings. Even if the proposal does not generate more trips than the existing use of the buildings, the LHA are still advising refusal given the unsuitability of the access track, Carr Lane and lack of visibility at the junction between Carr Lane and Commons Lane for the scale of development.

### **Internal Layout**

The LHA have reviewed C49 Architecture drawing number RBV PL 006 titled " Proposed Full Site Plan" and are aware that the site complies with the parking guidance as defined in the Joint Lancashire Structure Plan, given the number of bedrooms the 5 dwellings will possess.

### **Sustainable Transport**

While the LHA are aware that the sustainability of the proposal's location is not a material consideration given the type of application being a Class Q, the LHA will still question the location of the proposal given the scale of development and just in case a full application is submitted.



The LHA are aware that all trips generated to and from the site is likely to occur by public car, given that there are no bus stops within the vicinity of the site and local amenities such as shops are a significant distance away from the site.

The surrounding highway network which includes Commons Lane, also has no access to streetlights and does not have access to segregated pedestrian facilities which could prevent pedestrians, out of daylight hours in particular, to walk to and from the site.

### **Informatives**

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

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

