

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/1165
Our ref: D3.2022.1165
Date: 6th February 2023

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2022/1165**

Address: **Lower Reaps Farm Whinney Lane Mellor BB2 7EL**

Proposal: **Application for Planning Permission for proposed refurbishment of existing farm house, conversion of existing attached and detached barns to create three new dwellings, conversion of outbuildings for associated residential use and external works. Resubmission of 3/2022/0727.**

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 proposed refurbishment of an existing farmhouse, conversion of an existing attached and detached barns to create three new dwellings, conversion of outbuildings for associated residential use and external works at Lower Reaps Farm, Whinney Lane, Mellor.

The LHA are aware that the proposal is subject to Listed Building Consent with application reference 3/2022/1166 being created for that consent.

Lancashire County Council

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

The LHA are also aware that the application is a resubmission of application reference 3/2022/0727 which was withdrawn by the Applicant on 18th November 2022.

Site Access

The LHA are aware that the site will continue to be accessed off an existing access track located off Whinney Lane which is an unclassified road subject to a 60mph speed limit, which reduces to 30mph to the right of the access.

The LHA are aware that the existing access track is used to serve the site as well as Middle Reaps Farm and Public Footpath 3-25-FP43.

The LHA have reviewed the drawing provided by Groundsure titled "Location Plan" which shows the access located off Whinney Lane and the existing access track into the site and are aware that the access width complies with the LHAs guidance.

However, following the intensification of use of the access following the proposal and the access being located within two speed limits, a 30mph speed limit to the right and a 60mph speed limit to the left of the access, the LHA require a traffic survey to be undertaken demonstrating to the LHA the 85th percentile speeds along Whinney Lane.

The traffic survey should then be complemented with a visibility splay drawing showing that the access can provide the minimum visibility splays for the 85th percentile speeds recorded. The LHA remind the Agent that the setback distance of the visibility splays should be 2.4m from the centreline of the access.

The LHA also require passing places to be provided a minimum of every 200m along the access track to the site. This is because the access track is single tracked in nature meaning that two-way movements are unlikely to be able to occur along the track. The LHA require the passing places to be a minimum of 2m x 15m in length should Middle Reaps Farm still undertake agricultural practices at their site or 2.5m x 5.5m should Middle Reaps Farm have already ceased their agricultural use.

Internal Layout

The LHA have reviewed SPA drawing number 6590-P01 Rev B titled "Proposed Site Plan" and are aware that the proposed parking arrangements for the 4 dwellings complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

However, the LHA require a minimum of one car parking space per proposed dwelling to provide an electric vehicle charging point and some form of cycle storage facility should be provided to enable the site to support the LHAs sustainable transport policies.

Furthermore, while the quantity of parking complies with the LHAs guidance, the LHA are aware that the parking provided for the existing farmhouse will conflict with Public Footpath 3-25-FP44 and the footpath will also conflict with the farmhouses and Unit 3s garden. This is similar to Public Footpath 3-25-FP48 which runs through Unit 1s garden.

As a result of the private gardens and parking conflicting with the two Public Footpaths, the LHA require further consideration to be given to the Public Footpaths with the public still needing access to them.

The LHA advise the Agent to overcome this problem, that the Footpaths which run through the private gardens of the Units should be segregated and the segregated path should then be a minimum of 2m wide.

However, should these proposed segregated footpaths divert from the definitive line of the Public Right of Way, a diversion order is required. More information regarding the diversion order can be provided by contacting the LHAs Public Right of Way team which the LHA advise.

Conclusion

The LHA require further information before the LHA can fully assess the application.

Yours faithfully

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

