

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2022/1165  
Our ref: D3.2022.1165  
Date: 24<sup>th</sup> April 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**

#### **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 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.

#### **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 6th February 2023, requesting further information regarding the site's visibility splays, access track and Public Rights of Way which provide a link through the site.

Since then, the Agent has submitted Vectors drawing number VN232589-D100 titled "Visibility Splay Assessment," SPA drawing number 6590-P01 Rev C titled "Proposed Site Plan" and SPA drawing number 6590-P06 titled "Proposed Access Track". These drawings will all be reviewed below, along with all the other supporting information.

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

The LHA are also aware that the application is a resubmission of application reference 3/2022/0727 which was withdrawn by the Applicant on 18<sup>th</sup> 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 SPA drawing number 6590-P06 titled "Proposed Access Track" 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.

The LHA also welcome the introduction of a proposed passing place located approximately 107m away from the site access. The passing place will be 2m wide by 5.5m which complies with the LHAs guidance. There is a further existing passing place located approximately 160m away from the proposed passing place. While the LHA would advise another passing place is introduced along the track, given the distance between the two passing places complying with the LHAs guidance, the LHA have no further comments to make.

The LHA have further reviewed Vectors drawing number VN232589-D100 titled "Visibility Splay Assessment" and are aware that the access can achieve visibility splays of 2.4m x 60m in both directions. While the LHA would prefer a traffic survey is undertaken within the vicinity of the site access given that the site is in between two speed limits, the LHA will accept the visibility splays. This is because speeds within the vicinity of the site access are unlikely to be in excess of 40mph, given the single width nature of Whinney Lane and the curvature in the road, naturally lowering vehicle speeds.

The LHA are also aware that the visibility splay to the left of the access is extremely close to the existing porch attached to the dwelling titled "Whinney Lane Farm." However, given the single tracked nature of the adopted carriageway within the vicinity of the site, the visibility splay could be redrawn to the centreline of the carriageway which would be seen as acceptable. This would prevent the visibility splay from being obstructed by the porch and so the LHA will again accept the provided visibility splays.



## Internal Layout

The LHA have reviewed SPA drawing number 6590-P01 Rev C 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. These will be conditioned below.

The LHA are also aware that Public Footpaths 3-25-FP41, 3-25-FP43, 3-25-FP44, 3-25-FP48 all lead through the site. However, as shown on SPA drawing number 6590-P01 Rev C titled "Proposed Site Plan" the definitive lines of the Public Rights of Way will be diverted as part of the application to prevent any obstructions with the proposed car parking areas and gardens for the proposed dwellings, as mentioned in the previous comments dated 6th February 2023. Therefore, the LHA will request that a Public Right of Way Division Order under the provisions of the Town and Country Planning Act 1990 Section 257, is proposed

## 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 vehicular visibility splays of 2.4 metres by 60 metres 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).

3. No development shall commence on the site until such time as a scheme for the site access track has been approved by the Local Planning Authority, in consultation with the Local Highway Authority. The proposed access track serving the site should provide a minimum of two passing places with the dimensions of 2m metres wide by 5.5 metres in length.

REASON: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users

4. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with GHA drawing number Why/750/2959/02. 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).

5. Prior to the first occupation each 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.

6. No building or use hereby permitted shall be occupied or the use commenced until a cycle storage plan for the residential units 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 does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Yours faithfully

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

