

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0056
Our ref: D3.2023.0056
Date: 1st June 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0056**

Address: **Phynis Farm Catlow Road Slaidburn BB7 3AQ**

Proposal: **Proposed conversion of former farm buildings to form four dwellings including the change of use of land to form private curtilage areas and the remodelling of the central courtyard.**

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 conversion of former farm buildings to create four dwellings at Phynis Farm, Catlow Road, Slaidburn.

The LHA previously responded to the application on 16th March 2023, requesting further information regarding the access, access track and parking arrangements at the site. Since then, the Agent has submitted a Highways Technical Note and Cass Associates

Lancashire County Council

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



drawing number 1541-009 Rev A titled "Site Plan As Proposed." These will all be reviewed below.

Site Access

The LHA are aware that the site will continue to use an existing private, unadopted access track which serves the existing farmhouse and the site. The private access track is located off another private, unadopted access track which serves Stocks Reservoir. The reservoir is owned by United Utilities along with the site.

The access track serving the reservoir and in turn the site is located off Catlow Road which is a C classified road subject to a 60mph speed limit.

The LHA have reviewed SDD drawing number LAN5089PD-003 titled "Visibility Splays at Junction of Catlow Road with Private Road" and are aware that the access width complies with the LHAs guidance.

The LHA are also aware to support the application, the Transport Consultant has conducted a traffic survey within the vicinity of the site access along Catlow Road between 21st-27th May 2023.

The traffic survey found that 85th percentile speeds along Catlow Road were 31.1mph northbound and 41.9mph southbound. As a result, for the access to comply with the LHAs guidance given the gradient of Catlow Road and HGVs using the adopted highway, the LHA require visibility splays of 2.4m x 59m to the south and 2.4m x 92m to the north to be provided at the site access.

As shown on SDD drawing number LAN5089PD-003 titled "Visibility Splays at Junction of Catlow Road with Private Road," the access can achieve the required visibility splays. However, to the north the LHA will require either the existing stone wall to be reduced in height to 0.9m or setback further away from the adopted highway to prevent any obstructions to the splays. The Agent and Applicant are willing to undertake this work with the stone wall and adjacent field belonging to the Applicant which the LHA welcome.

To undertake these works, the LHA will require a Section 278 agreement to be agreed, with the wall retaining a highway verge.

Furthermore, the LHA have reviewed SDD drawing number LAN5089PD-002 titled "Proposed Modifications to Private Road Sheet 2 of 2" and are aware that the width of the private road is suitable for the proposal. To ensure that two-way vehicle movements can occur along the Private Road, 2 passing places measuring 15m in length by 2m wide are provided along the Private Road, which the LHA welcome.

The LHA also welcome improvements being made to the access track which will serve the proposed 4 dwellings, located off the Private Road. The access track will be widened to a minimum of 3.7m wide, as shown on SDD drawing number LAN5089PD-004 titled "Proposed Modifications to Access Track" and provide 2 passing places, measuring 5m in length by 2m wide.



While the access into the courtyard, where the parking area will be located, will only measure 2.95m wide due to the access being constrained by buildings on either side, the LHA will accept the width. This is because just before entering the courtyard, the access track is widened to 5.5m wide and the courtyard and access track provides good inter-visibility. Therefore, the LHA accept the shortfall.

Highway Safety

There have been no Personal Injury Collisions recorded within 500m of the site in the last 5 years and therefore the LHA have no pre-existing highway safety concerns.

Internal Layout

The LHA have reviewed Cass Associates drawing number 1541-009 Rev A titled "Site Plan As Proposed" and are aware that the parking arrangements complies with the LHAs parking guidance, given the number of bedrooms at each dwelling. Therefore, the LHA have no objection to the proposal.

The LHA will also condition that each dwelling has access to an electric vehicle charging point and cycle storage facilities.

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 approved shall commence until a scheme for the construction of the off-site works (setback of the retaining wall to the north of the existing access) of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 59 metres southbound and of 2.4 metres by 92 metres northbound 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. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on SDD drawing number LAN5089PD-002 and LAN5089PD-004 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).

5. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Cass Associates drawing number 1541-009 Rev A. 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 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.

7. 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 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

