

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2023/0274
Our ref: D3.2023.0274
Date: 11th July 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0274**

Address: **Laneside Barn, Grindleton Road, Grindleton, Clitheroe, BB7 4QH**

Proposal: **Proposed demolition of the existing agricultural building and erection of one new detached dwelling.**

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 an application for the proposed demolition of an existing agricultural building and replacement with a single dwelling at Laneside Barn, Grindleton Road, Grindleton.

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

3/2021/0307- Conversion of stone barn to one two-storey dwelling; re-siting of existing gateway, closing existing western gateway; installation of new sewage treatment plant; removal of adjacent steel framed shed. Class Q (a) and (b). Permitted 23/03/2022.

Lancashire County Council

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



3/2019/0760- Change of use of existing agricultural building to a dwelling under class Q (a) and (b). Permitted 17/10/2019.

3/2019/0389- Change of use of existing agricultural building to a dwelling under class Q (a) and (b). Refused 17/07/2019.

Site Access

The LHA are aware that the proposed dwelling will be located off Grindleton Road, which is a C classified road subject to a 60mph speed limit.

The LHA have reviewed MCK drawing number SP-01 Rev A titled "Proposed Site Plan" and are aware that the proposed access will be 5m wide. This complies with the LHAs guidance when serving a single dwelling.

The LHA have further reviewed MCK drawing number SP-01 Rev A and are aware that the proposed access can provide visibility splays of 2m x 60m in both directions. These visibility splays do not comply with the LHAs guidance, with the LHA requiring visibility splays of 2m x 214m in both directions given the speed of Grindleton Road.

Despite this, the LHA will accept the shortfall in visibility. This is because the visibility splays were seen as acceptable by the LHA during application references 3/2021/0307, 3/2019/0760 and 3/2019/0389 with the proposals taking potentially slow moving, large agricultural traffic off the highway network. Therefore, the LHA will accept the provided visibility splays.

The LHA remind the Agent that the alteration to the access is subject to a Section 278 agreement. The LHA will also request as part of the Section 278 works, a kerb line to be erected where the proposed grass verge is provided at the back of the carriageway. This is to ensure that surface water from the highway does not enter the site due to the gradient of the adopted highway. A gully is also likely to be needed so that the water from the adopted highway can drain naturally. These works will all be at the cost of the Applicant and the works will need to occur immediately once the building is demolished due to the building acting as a retaining structure.

Highway Safety

There have been no reported personal injury collisions within the vicinity of the site in the last five years. However, in the Planning Statement, it was stated that a collision occurred between a tractor towing a trailer conflicting with the existing barn, which fronts and acts as a retaining structure to Grindleton Road.

While the LHA are unsure regarding the full details associated with the collision, removing the building from the highway and setting back the proposed dwelling further into the site is likely to benefit highway safety, especially for the occupants of the proposed dwelling. This is because the barn will not block the accesses visibility splays.



Internal Layout

The LHA have reviewed MCK drawing number SP-01 Rev A and are aware that 3 car parking spaces will be provided for the proposed 4 bed dwelling which complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA will condition that a minimum of one car parking space provides an electric vehicle charging point and that some form of cycle storage provision is provided at the site.

Construction Traffic

As part of this application, the LHA will condition that a Construction Management Plan is submitted prior to any works commencing at the site. The LHA require during the demolition of the barn, some form of traffic management being implemented within the vicinity of the site, to protect road users during the demolition. The types of traffic management which could be used ranges from temporary traffic lights being erected, allowing one-way movements to occur along Grindleton Road when passing the development, to a full road closure.

The LHA advise the Applicant to contact the LHAs Section 278 team to discuss which type of traffic management scheme is required during the construction phase.

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 site access and the off-site works of highway mitigation which shall include and not be limited to:

- Kerb line to be erected at the back of the carriageway, where the grass verge is proposed for the full length of the site.
- Stopping up of the access which serves the existing yard area.
- A gully to be provided along the proposed kerb line.
- Demolition of the existing agricultural building which fronts the adopted highway.

Details of these works needs to submitted, 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 the access arrangements shown on MCK drawing number SP-01 Rev A 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).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary. The gates shall then open away from the highway only.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2021).

5. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2 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).

6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with MCK drawing number SP-01 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).

7. 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.

8. 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.

9. The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

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

