

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0444
Our ref: D3.2023.0444
Date: 21st July 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0444**

Address: **Healings Farm West Bradford Road Waddington BB7 3JE**

Proposal: **Prior notification for the demolition of existing workshop building and replacement with one new two-storey dwelling with basement and rooms in the roofspace, including landscaped gardens, access and parking.**

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 a prior notification application for the demolition of an existing workshop building and replacement with one dwelling at Healings Farm, West Bradford Road, Waddington.

The LHA previously responded to the application on 12th July 2023 requesting further information regarding the access track and the existing dwellings parking area. Since then the Agent has supplied the LHA with Rural Solutions drawing titled "Site Plan As Proposed Rev A." This will be reviewed below.

Lancashire County Council

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



Site Access

The LHA are aware that the site will continue to be accessed off West Bradford Road which is a C classified road subject to a 30mph speed limit.

The LHA have reviewed Rural Solutions drawing titled "Site Plan As Proposed" and are aware that the existing access will remain unaltered as part of the application. Given that the existing use of the workshop generated trips in its own right and are likely to be similar to the number of trips which will be generated to the proposed dwelling, the LHA have no further comments to make regarding the site access with the proposal not being seen as an intensification of use.

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 Rural Solutions drawing titled "Site Plan As Proposed Rev A" and are aware that 2 car parking spaces will be provided for the 4 bed dwelling. This does not comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, which requires the dwelling to provide 3 car parking spaces.

However, the LHA will accept the shortfall in parking for the proposed dwelling with the shortfall not having an impact on the adopted highway given that the site is located a significant distance away.

Furthermore, the LHA have reviewed Rural Solutions drawing titled "Site Plan As Proposed Rev A" and are aware that the proposal is aiming to formalise an access track which will serve the site. The proposed access track which connects to the site access and serves the agricultural field, two dwellings (including the one proposed) and a number of buildings which are used for light industrial, will be 3.5m wide which complies with the LHAs guidance. The LHA also welcome the introduction of a passing place along the track.

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 the access and access track arrangements shown on Rural Solutions drawing titled "Site Plan As Proposed 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).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Rural Solutions drawing titled "Site Plan As Proposed 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).

4. 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.

5. 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.

Yours faithfully

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

