

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2023/0725  
Our ref: D3.2023.0725  
Date: 20<sup>th</sup> November 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0725**

Address: **Pewter House Farm Commons Lane Balderstone BB2 7LN**

Proposal: **Change of use of three adjoining steel portal frame agricultural structures to five dwellings under Class Q (a) and (b) of the GPDO. Resubmission of application 3/2022/0909 and 3/2022/1072.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

### **Summary**

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

### **Advice to Local Planning Authority**

The Local Highway Authority advises the following reasons for refusal:

- 1. The proposal, if permitted, would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).*
- 2. Insufficient information as to whether Carr Lane / Commons Lane junctions visibility splays overlooks third party land due to the unreliability of OS data in rural locations. Therefore, the LHA are concerned that the provided visibility splays may not be maintained in perpetuity which could lead to the intensification of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal*

*therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

## **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use of an agricultural building to 5 dwellings under Class Q (a) and (b) of the GPDO at Pewter House Farm, Commons Lane, Balderstone.

The LHA are aware that the application is a resubmission of application references 3/2022/0909 and 3/2022/1072 which were both refused by the Local Planning Authority (LPA).

There have also been other planning applications associated with the site:

3/2019/0561- Removal of condition 2 (occupancy condition) from planning permission 3/2007/0734 to allow the holiday cottage to be used as a dwelling. Refused 19/07/2019.

3/2007/0734- Replace disused tractor and cart house with a pair of semi-detached holiday cottages. Permitted 07/03/2008.

## **Site Access**

The LHA are aware that the 5 proposed dwellings will utilise an existing, private, unadopted access track called Carr Lane, which is located off Commons Lane, an unclassified road subject to a 30mph speed limit. Carr Lane is used to serve numerous dwellings, outbuildings and farms as well as Public Footpath 3-4-FP34.

The LHA have reviewed C49 drawing number RBV PL 008 titled "Proposed Site Layout" and are aware that the drawing shows that the Commons Lane/ Carr Lane junction can provide visibility splays of 2.4m x 43m in both directions.

However, the LHA are concerned that the OS map the Agent has used to provide the visibility splay drawing is not accurate. This is because OS has a tendency to be inaccurate in rural locations such as this. Therefore, the LHA are concerned that the visibility splays at the junction may overlook third party land which is unacceptable due to the Applicant being unable to prevent any obstructions being implemented within the splays which would impact upon visibility and in turn highway safety.

C49 drawing number RBV PL 008 titled "Proposed Site Layout" also shows that the access width is a minimum of 5m wide for a total distance of 3m from the adopted highway. The LHA again dispute the reliability of the OS map with the map not considering the grass verge provided on both sides of the access track, as shown on Google Streetview with images from February 2023 and during the site visit. Even if the drawing is accurate, the access should be a minimum of 6m wide for a distance of 10m behind the highway boundary given that the access serves numerous dwellings and agricultural holdings. Therefore, the LHA are concerned that the proposal will intensify the use of a substandard access which is not within the Applicants red line boundary.



## **Carr Lane**

The LHA have used Mapzone, Lancashire County Councils digital mapping software and are aware that Carr Lane, from the access to Pewter House Farm, is approximately 540m in length. For the most part, as shown on C49 drawing number RBV PL 008 titled "Proposed Site Layout," Carr Lane is approximately 1.9m wide and has access to 4 passing places along its length.

The LHA dispute the number of passing places which have been recorded on the Agents drawing. This because following a site visit and as shown on Google Streetview, the passing place which is located approximately 250m away from the site access can only be classed as a formal passing place while the others are informal and located on third party land. Therefore, there is no guarantee that the informal passing places can be used on a regular basis should two-vehicles meet on the single tracked lane, with some of these passing places being accesses or parking areas.

Given the lack of formal passing places along the access track, the LHA are concerned that the proposal will intensify the use of a substandard access track which lacks the adequate width and supporting infrastructure to support the application. Therefore, the LHA are concerned that should two vehicles meet along Carr Lane, one vehicle will have to reverse for a considerable distance until a formal or informal passing place could be found. This could be to the detriment of highway safety, given the windy and narrow nature of the unadopted track and potential conflicts could occur between pedestrians using Public Footpath 3-4-FP34.

The LHA also have concerns regarding the track suffering from poor inter-visibility. This is the case when the track meets number 1 Carr Lane Cottage, with the dwelling slightly overhanging the access track meaning that the dwelling obstructs the view of approaching vehicles. As a result of this, the area could potentially create a conflict pinch point given the narrow and windy nature of the track and the intensification of use.

## **Trip Generation**

The LHA are aware that a 12-hour traffic survey for Pewter House Farm only, has been conducted by a Transport Consultant on 9<sup>th</sup> November 2022. The information can be found in the Technical Note provided by Paragon Highways.

The LHA note that a traffic survey should be conducted for 7 days when supporting an application to receive more accurate data and that all traffic should be recorded, not just associated with the farm. This is because it could cause ethical issues associated with the recording of the data.

The need for the survey to be conducted for 7 days is more prudent when, as stated in the Technical Note that *"due to the retirement of the current owner of the farm, the farm operations are substantially reduced from when the farm was working to full capacity."* Therefore, the traffic survey does not give a true reflection of the average number of trips the site could generate each day given the semi-retirement of the farmer and does not reflect the number of trips Carr Lane generates.



In any case, the recorded traffic survey found that on this given day that the farm generated 60 trips to and from Carr Lane.

To compare these findings to the predicted proposed trip generation, the Transport Consultant conducted a TRICS assessment. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The table of the TRICS assessment has been replicated below:

| Land Use:<br>Dwellings<br>(per Unit) | Weekday AM Peak (0800-0900) |            |         | Weekday PM Peak (1700-1800) |            |         |
|--------------------------------------|-----------------------------|------------|---------|-----------------------------|------------|---------|
|                                      | Arrivals                    | Departures | Two-way | Arrivals                    | Departures | Two-way |
| <b>Trip rate per Unit</b>            | 0.153                       | 0.362      | 0.515   | 0.326                       | 0.168      | 0.494   |
| <b>Total Trip Generation</b>         | 1                           | 2          | 3       | 2                           | 1          | 3       |

*Table 1: Predicted proposed trips to the site.*

While the site is likely to generate 6 two-way trips during peak hours and generate between 20-24 trips per day, which is unlikely to have a cumulative impact on capacity of the wider highway network, the LHA are still concerned about the suitability of the access track which serves the site.

The LHA question how, as stated in the Technical Note, that the proposal will reduce trips associated with the farm by 60% given that the farm has access to other outbuildings which could replace the 3 converted agricultural buildings, should these generate any trips at all.

Further information is also required regarding the second traffic survey which was conducted by the Transport Consultant, Tracsis, with a survey being conducted between the 23rd- 29th January 2023. The LHA require further information regarding where ATC 1 was located along the access track and it is not clear which ATC, the supporting information as titled Additional Site Traffic survey on the LPAs planning portal relates to.

Therefore, given the lack of supporting information the LHA still conclude that the proposal is likely to generate more trips than the existing use unless more details are given regarding the use of the agricultural buildings. Even if the proposal does not generate more trips than the existing use of the buildings, the LHA are still objecting given the unsuitability of the access track and the concerns regarding the site access given the scale of development.

### **Internal Layout**

The LHA have reviewed C49 Architecture drawing number RBV PL 006 titled " Proposed Full Site Plan" and are aware that the site complies with the parking guidance as defined in the Joint Lancashire Structure Plan, given the number of bedrooms the 5 dwellings will possess.



## **Sustainable Transport**

While the LHA are aware that the sustainability of the proposal's location is not a material consideration given the type of application being a Class Q, the LHA will still question the location of the proposal given the scale of development and just in case a full application is submitted.

The LHA are aware that all trips generated to and from the site is likely to occur by public car, given that there are no bus stops within the vicinity of the site and local amenities such as shops are a significant distance away from the site.

The surrounding highway network which includes Commons Lane, also has no access to streetlights and does not have access to segregated pedestrian facilities which could prevent pedestrians, out of daylight hours in particular, to walk to and from the site.

## **Conclusion**

The LHA object to the application due to the proposal intensifying the use of an access track which is unsuitable for the scale of development. This is because Carr Lane is single tracked in nature and has limited formal passing places along its length, which measures 540m from the adopted highway to the site. Therefore, the LHA are concerned that the proposal will make it more likely that two vehicles will meet along the access track, meaning that one of the vehicles will have to reverse for a considerable distance before a suitable area is located. This would be to the detriment of highway safety given the narrow and windy nature of Carr Lane and vehicles will need to be aware of pedestrians when undertaking these movements with Carr Lane also being a Public Right of Way. Therefore, for these reasons and there being concerns regarding the provided visibility splays at the site junction between Carr Lane/ Commons Lane, the LHA object to the application.

## **Informatives**

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

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

