

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0946
Our ref: D3.2023.0946
Date: 19th January 2024

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0946**

Address: **Moorcock House Slaidburn Road Waddington BB7 3AA**

Proposal: **Retention of re-positioned access gate and stone track off Slaidburn Road.**

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) have been re-consulted on an application for the retention of a re-positioned access gate and stone track off Slaidburn Road, Waddington.

The LHA previously responded to the application on 20th December 2023 requesting further information regarding an Operation Statement detailing the use of the site and a visibility splay and access track drawing. The LHA also requested further information in an email sent to the Local Planning Authority (LPA) on 22nd December 2023 regarding the drainage strategy at the site.



Since then, an email has been sent to the LHA on 8th January 2024 on behalf of the Applicant from the LPA. On the email further information regarding an Operation Statement, drawing titled "Visibility Splay and Access Design" and a drawing titled "Drainage Plan" were submitted. These will all be reviewed below.

Site Access

The access is located off Slaidburn Road which is a B classified road subject to a 60mph speed limit. The access, before retrospective works were undertaken, was existing and served the agricultural land and the former quarry.

The LHA have reviewed the drawing titled "Visibility Splay and Access Design" and note that the access will be widened to 8m wide. The width will then eventually reduce to 4.5m, at a distance of 15m from the adopted highway where the access to the internal track will be gated.

The drawing also shows that appropriate levels of visibility can be achieved along the 60mph road. However, the visibility splays are not drawn correctly, with the LHA only being able to accept the splays being drawn to an offset of 1m from the kerb line given that the carriageway can accommodate two-way movements. Therefore, by reviewing the submitted drawing as presented, the LHA have conducted their own assessment which found that the site can achieve approximately visibility splays of 2.4m x 63m to the north and 2.4m x 35m to the south.

Despite the shortfall in visibility, the LHA will accept the shortfall. This is because while access improvements have been made, the site and the access will not be intensified with the existing activities which includes farming and maintaining the land remaining without a considerable increase in traffic. The LHA also note that the existing access would have had a similar shortfall in visibility with the location of the access remaining unaltered. Therefore, the LHA are able to accept the shortfall.

The LHA do advise the Applicant that should a future application be submitted, which will intensify the use of the access and the site, the LHA will require a traffic survey to be conducted to demonstrate the 85th percentile speeds.

The LHA have further reviewed the drawing titled "Visibility Splay and Access Design" and are aware that the site is proposing to maximise visibility by maintaining the vegetation and reducing the height of the wall to 0.9m to the north of the site. The LHA welcome these measures and will condition that they are undertaken under a Section 278 agreement.

Under a Section 278 agreement, any improvements to the site access will also be included. This will include surfacing improvements and providing a kerb line along the highway edge. The LHA also advise that the site access could be further improved and formalised by providing a kerb radius on both sides of the site access which will aid turning movements into the site.

The LHA further advise that the telegraph pole located adjacent to the site access may need to be relocated as part of any subsequent works with it being located approximately 0.5m from the access.



Drainage Strategy

The LHA have reviewed the drawing titled "Drainage Plan" and are aware that the site access is aiming to connect to a highway gully located adjacent to the access. The LHA inform the Applicant that the LHA do not accept any new connections to a highway system. Therefore, the LHA will condition that a drainage strategy is provided.

Conditions

1. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works which includes maintaining vegetation and lowering the height of the wall to 0.9m to the north of the site access 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.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing titled "Visibility Splay and Access Design" 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 (2023).

3. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 11 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2023)

4. Before the development hereby permitted becomes operational, the existing wall and vegetation along the highway frontage of the site shall be reduced to and be permanently maintained henceforth at a height no greater than 0.9m above the nearside carriageway level.

REASON: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.

5. 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

