

Ribble Valley Borough Council
Housing & Development Control

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

Your ref: 3/2024/0266
Our ref: D3.2024.0266
Date: 22nd May 2024

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2024/0266**

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.**

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 (2023) 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 use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal due to the provided visibility splays overlooking third party land in both directions. This means that the provided visibility splays are unable to be maintained and protected from any obstructions higher than 1m which could compromise the safety of the junction. The proposal therefore is not in the interests of highway safety which is a reason for an objection as stated within Paragraph 115 of the National Planning Policy Framework (2023).*
- 2. The proposal, if permitted, would lead to the use of an access track which lacks the adequate width and has a lack of passing facilities deemed safe and suitable for such a proposal. Therefore, the proposal is not in the interests of highway safety which is a reason*



for an objection as stated within Paragraph 115 of the National Planning Policy Framework (2023).

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 3/2023/0725, 3/2022/0909 and 3/2022/1072 which were all refused by the Local Planning Authority (LPA). One of the reasons for refusal on all of the respective decision notices were highway related, concerning the proposals not being able to provide a safe and suitable access.

To support the current application, the following drawings and supporting information has been submitted. These will be reviewed below:

- Planning Statement provided by PWA Planning dated April 2024.
- Transport Statement provided by PSA Design dated March 2024.
- PSA drawing number T4304-H.01 Rev P1 titled "Visibility Splays."
- C49 drawing number RBV-PL-001 Rev A titled "Location Plan."
- C49 drawing number RBV-PL-006 Rev A titled "Proposed Full Site Plan."
- C49 drawing number RBV-PL-007 Rev A titled "Existing Site Layout."
- C49 drawing number RBV-PL-008 Rev A titled "Proposed Site Layout."

Site Access

The proposal will continue to utilise an existing 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 Transport Consultant, as stated with the provided Transport Statement, has undertaken a traffic survey within the vicinity of the junction between Commons Lane/ Carr Lane. Usually, the LHA would expect an Automatic Traffic Count (ATC) drawing to be provided, showing where the ATC was located during the full 7 days. However, no drawing has been provided to support the traffic survey.

In any case, the traffic survey was conducted between 8th-14th March 2024. The traffic survey found that 85th percentile speeds were 28.1mph southbound and 27.6mph northbound. For the site to comply with the visibility splay guidance as defined within Manual for Streets, the LHA would expect the junction to provide visibility splays of 2.4m x 37m southbound and 36m northbound.

The Transport Consultant has provided PSA drawing number T4304-H.01 Rev P1 titled "Visibility Splays" which shows that the required visibility splays can be provided in both directions. However, the splays can only be provided in both directions by overlooking third party land. This is unacceptable with the Applicant being unable to protect or maintain



the visibility splays from any obstructions higher than 1m which impair visibility at the junction. Being unable to protect these splays will impact upon visibility and in turn hamper highway safety, which is a reason for an objection as stated within Paragraph 115 of the National Planning Policy Framework (2023), with the views of oncoming traffic along Commons Lane being impaired.

The LHA have further reviewed PSA drawing number T4304-H.01 Rev P1 which shows that the junction is approximately 16.3m wide as it meets Commons Lane. It immediately reduces in width to 5.2m approximately 6.7m from Commons Lane and then eventually 3.8m at a distance of 10m from the adopted highway. The LHA would expect given that the junction and Carr Lane provides access to numerous dwellings, outbuildings and farms, the junction to be a minimum of 6m wide for a distance of 10m behind the highway boundary.

Trip Generation

The Transport Consultant has conducted two further traffic surveys along Carr Lane between 23rd-29th January 2023. The locations of these surveys are shown on the picture captioned "ATC Locations," located within the provided Transport Statement.

The Transport Consultant is arguing that the proposal will not be an intensification of use, with the existing agricultural use generating a significant number of trips. To evidence this point an ATC, labelled ATC 2 in the Transport Statement, was located along Carr Lane in between Pewter House Farm and Bowford Cottage. The count, which included traffic generated to and from the site as well as from the 2 existing dwellings (Pewter House Farm and East Cottage), recorded on average 46 vehicles using the access track in this location per weekday.

Using the same trip rates from TRICS, which were accepted by the LHA during the previous resubmission 3/2023/0725 for a residential unit, the Transport Consultant found that the existing 2 dwellings would generate on average 8-10 trips per day. The Transport Consultant then subtracted these trips from the weekday average, finding that the existing agricultural use generates between 36-38 trips per day. This is in comparison to the proposed development, which by using the same trips rates as previously accepted, would likely generate 20-24 vehicular trips.

The LHA slightly disagree with the methodology used with the proposed residential use and the agricultural use likely generating different peak periods. Therefore, the comparison of the recorded trips are not like for like, meaning that there is still a high percentage chance that vehicles will meet along Carr Lane during the traditional peak periods (0800-0900 and 1600-1700), which are associated with traffic generated to and from a residential site. This is along an access track, as will be stated within the next section, is one which is unsuitable for two-way movements given the lack of passing places and the access track being too narrow.

It is worth noting by reviewing the Transport Statement that the full set of data collected at the two ATC points along the access track have not been submitted for validation. Therefore, the LHA are unable to compare how many vehicles were recorded at ATC 2 during the traditional peak periods. It would have also been useful to know how many vehicles were recorded passing ATC 1 which was located in close proximity to the junction



between Carr Lane/ Commons Lane. However, some data from this count was lost, as highlighted on the summary sheets as seen within Annex 3 of the Transport Statement and so has needed to be dismissed as a result, with it not being reliable.

Before concluding this section, the predicated number of agricultural movements which were recorded at ATC 2 are unlikely to have been only for the three agricultural buildings in question. This is because the agricultural buildings were formally used to house livestock for the dairy farm but this operation has now ceased, as stated within the Planning Statement and the previous applications supporting information. Therefore, the LHA question how many recorded trips were actually attributable to the buildings in question should this operation have now ceased. The LHA do not question that agricultural movements do not occur at the site, with there being numerous field gates and hectares of agricultural fields to maintain and serve but question how many trips served the buildings.

Carr Lane

The LHA have reviewed C49 drawing number RBV-PL-008 Rev A titled "Proposed Site Layout" and have found that Carr Lane from the access to Pewter House Farm, is approximately 540m in length and for the most part is approximately 2.7m wide and has access to one formal passing place along its length. The Transport Consultant has stated within the Transport Statement that there are numerous passing places along the tracks length which enables the carriageway to be widened to a minimum of 4.1m wide. This statement does not match with the above referenced drawing, with the access track not widening to 4.1m until it reaches Pewter Cottage.

Given the lack of formal passing places along the access track, the LHA are concerned that the proposal will use 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 can 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, with more pedestrians expected to use the substandard access track which access to no streetlights following the proposal.

The LHA are aware that potential improvements in the guise of a passing place has been proposed along the access track, but this is located in close proximity to the site where the access track does widen. Therefore, while access improvements are welcomed following further clarification regarding whether the area is located within the sites red line boundary and where the passing place will be located with there being two proposed locations, the narrow nature and lack of formal passing places along the rest of the access track still persist.

The track in places, also suffers 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. This leads to the views of the track being impaired meaning that the dwelling could obstruct the view of approaching vehicles. As a result of this, the LHA are concerned that the area could potentially create a conflict pinch point should more two-way movements



occur simultaneously along the access track during traditional peak periods following the proposal.

Internal Layout

The LHA have reviewed C49 Architecture drawing number RBV PL 006 Rev A titled "Proposed Full Site Plan" and are aware that the site does not fully comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, with one of the 4 bed dwellings only providing two spaces, when the dwelling requires 3.

The LHA also question the location of the field gate and fence located behind the parking area for Plot 3. The LHA question this and would normally seek further clarification because the field gate and fence conflicts with the use of the car parking spaces for Plot 3 as well as conflicts with the use of the access track which serves the development. Therefore, the LHA would require further information to be submitted regarding whether the field gate and the fence would be relocated further away from the access track following the proposal.

Conclusion

The LHA object to the application due to the substandard nature of Carr Lane which will serve the proposed 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.

As a result of these concerns and the visibility splays for the junction between Carr Lane/ Commons Lane overlapping third party land meaning that the splays are unable to be protected from any obstructions, the proposal is not in the interests of highway safety. This is a reason for an objection as stated within Paragraph 115 of the National Planning Policy Framework (2023).

Informatics

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



