

Development Control
Ribble Valley Borough Council

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Your ref: 24.0753
Our ref: D3.24.0753
Date: 22nd October 2024

App no: 24.0753

Address: Pewter House Farm, Commons Lane, Balderstone

Proposal: **Prior approval under Class Q (a) and (b) for the proposed change of use of three adjoining steel portal frame agricultural structures to five dwellings**

The submitted documents and plans have been reviewed and the following comments are made.

History

3/2024/0266 - Change of use of three adjoining steel portal frame agricultural structures to five dwellings under Class Q (a) and (b) of the GPDO. Refused

3/2023/0865 - Erection of one new self-build dwelling with associated residential curtilage. Refused

3/2023/0725 - 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 applications 3/2022/0909 and 3/2022/1072. Refused

Proposal

The application seeks to convert a former agricultural building to 3 x 2-bedroom and 2 x 4-bedroom dwellings with 12 car parking spaces.

Access

The site is accessed from a privately maintained lane named Carr Lane which carried public footpath 3-4-FP34. Commons Lane is the nearest highway maintained at public expense and is unclassified and subject to a 30mph speed limit.

A 7-day automatic traffic count was carried out on Commons Lane between 8th-14th March 2024. The data records 85th percentile speeds of 28.1mph southbound and 27.6mph northbound. Visibility splays of 2.4m by 37m southbound and 36m northbound are required and shown the drawing.

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It was previously thought that the splays crossed third party land however land registry records have been submitted to demonstrate that the verge is unregistered and likely a highway verge. The hedges along the boundary of Commons Lane adjacent to the Carr Lane junction are maintained during the summer months to ensure that the required splays are maintained. Therefore, we would amend our previous comments and raise no highway safety concerns with the Commons Lane and Carr Road junction to accommodate the development traffic.

Upon visiting the site, the width of Carr Lane as it meets Commons Lane is not a concern as previously thought when reviewing the plans. The OS mapping is not wholly accurate in this location for the carriageway width.

Regarding the previous concerns about the lack of passing places on Carr Lane, an additional passing place is proposed approximately 75m east of the Commons Lane junction. We would request a condition that this passing place is constructed prior to the first occupation of any dwelling. This allays will allay our previous concerns.

Conclusion

Lancashire County Council acting as the 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.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. Prior to the first occupation the new passing place on Carr Lane approximately 75m east of Commons Lane shall be constructed in a bound and porous material and maintained thereafter for that purpose. Reason: To reduce the conflict between vehicles and pedestrians.
3. Prior to the first occupation the parking and turning areas shall be laid out in accordance with the approved plans and maintained thereafter for that purpose. Reason: To provide adequate car parking.
4. Prior to the first occupation each dwelling shall have a secure and covered cycle store. Reason: To support sustainable travel.



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