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Your ref: 3/2024/0798
Our ref: 3/2024/0798/HDC/KW
Date: 17 January 2025

Location: Land off Back Lane Chipping PR3 2QA
Proposal: Proposed agricultural building for storage and livestock.
Grid Ref: 362148 441512

Dear Ben Taylor

With regard to your consultation letter dated 10 January 2024, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an amended application for the proposed agricultural building for storage and livestock at Land off Back Lane Chipping PR3 2QA.

The LHA are aware of a recent application, 3/2024/0913, within an adjacent field which is currently proposed to use the same access. This application is currently still pending consideration.

The LHA previously provided comments on the application dated 26 November 2024 in which the LHA requested a swept path analysis and visibility splay drawings to support the application.

Site Access

The LHA are aware that the site has an existing field gate access located on Back Lane, the C565, which is a C classified road, subject to a 60mph speed limit. Currently, the access appears to be unsurfaced with a gate setback.

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Previously the LHA asked that access improvements take place. An amended detailed access drawing has been provided, Drawing No 0 8, dated Jan 25, which shows the width of the access to range between 8.9m wide at the carriage edge to 5.1m where it meets an internal gate. A 6m kerb radius is also shown which will support agricultural vehicles to pull clear of the carriageway without any overrunning of the verge. All of the improved access works (vehicle crossing and kerb line improvement) will need to be undertaken as part of a Section 278 Agreement of the 1980 Highways Act.

The LHA also note from Drawing No 0 8, dated Jan 25, that the access is to be hard surfaced, extending from the adopted highway boundary, for a minimum distance of 10m into the site. The access gate is noted to be set back at least 10m which will allow vehicles to enter the access clear of the carriageway before operating the gate.

A visibility splay has been provided on Drawing No 0 8, dated Jan 25, this shows an achievable visibility splays of 80m in both directions of the access. 80m is the equivalent of approximately 32mph which is lower than the posted national speed limit on Back Lane. A shortfall of 135m than what would be expected for a national speed limit road. Therefore, the applicant should undertake a speed survey which details the 85th percentile speeds from a full week's speed survey undertaken in a neutral month. The traffic study would need to be carried out by a recognised professional data collection company showing the 85th percentile wet road traffic speeds in both directions, the numbers of vehicles, types of vehicles and the speed of vehicles passing the access.

The current access is positioned approximately 132m from the junction of Hesketh Lane, vehicle speeds would likely be lower closer to the junction of Hesketh Lane as vehicles slow to approach the junction and are likely to be travelling slower as they manoeuvre from Hesketh Lane onto Back Lane. Therefore, the applicant may wish to consider a new access location which sits closer to the junction where slower speeds may be observed, although this would not remove the need to undertake a traffic survey.

Internal Layout

The LHA has reviewed drawing number 601-24-1, which provides a swept path analysis for a tractor and trailer, entering, exiting, and turning within the site. The swept path analysis shows that the proposed access can support entry and exit, as well as means to turn within the site and is therefore acceptable to the LHA.

However, the internal turning area does go outside of the red edge of the development, therefore the LHA requests that the red edge be extended to include the internal turning provisions.

Conclusion

To conclude the LHA welcomes the amendments provided to date by the applicant which offer improvements to the access. However, further action is required, such as the completion of a speed survey to validate the visibility splay distances.

The internal layout, as depicted in the swept path analysis, adequately supports the manoeuvring of the expected agricultural vehicles used within the site, meeting the LHA's



requirements. Nonetheless, the red edge of the development boundary should be extended to encompass the internal turning provisions.

However, the highlighted adjustments and additional assessments are necessary to ensure a safe and efficient access to the site.

Yours sincerely

Kate Walsh

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