



Our Reference: T4304/DW

Your Reference:

19th August 2024

Ms Kelly Holt
Highway Development Control
Highways and Transport
Lancashire County Council

Dear Kelly,

Pewter House Farm, Carr Lane Balderstone
Change of Use of Agricultural Buildings to 5 Residential Dwellings
Transport Statement – Additional Information and Clarification

Further to our letter dated 5th March 2024 (see **Annex 1**), Ryan Derbyshire's subsequent consultation response dated 22nd May 2024 (see **Annex 2**) and a site meeting held on 21st August with yourself, I write to provide additional information in relation to the issues discussed. Specifically passing places, visibility at the Carr Lane/Commons Lane junction and trip generation. Each of these are dealt with in turn below.

Passing Places

The Applicant has agreed with adjacent landowners and has been able to provide a further passing place and reinstate a historical passing place in addition to those already available. The locations of the various passing places (both existing and proposed) are illustrated on **Figure 1**.

As can be seen, with the passing places combined with those already available, there would be more than sufficient opportunities for vehicles to pass on Carr Lane. In addition, as noted in the previous Transport Statement, farming activities would cease at the farm with the proposed development so there would also be a significant reduction in larger agricultural vehicles travelling on the lane, with only car trips being generated by the proposed residential dwellings. The additional passing places combined with the nature of trips (i.e. cars compared to larger agricultural vehicles) represents a significant betterment in terms of the existing conditions on the Lane notwithstanding that, at worst, this is a very lightly trafficked road. As we discussed on site, these would be more than adequate to serve

the proposed development and you confirmed that they would enable you to withdraw your objection in this regard.

Visibility at the Carr Lane/Commons Lane Junction

The previous Transport Statement presented ATC speed data on Commons Lane which demonstrated that appropriate sightlines at the Carr Lane junction are 2.4m x 37m to the north and 2.4m x 36m to the south.

Images 2 and 3 below illustrate the sightlines available from a 2.4m set back distance. As can be seen, visibility is achievable within the adopted highway (carriageway or verge) as also illustrated on the topographical survey plan T4304-H-01 reproduced at **Annex 3**. It is also noted that it is within the control of the Highway Authority to ensure that 3rd party boundary hedges do not encroach into the highway and obstruct visibility splays. Thank you for also confirming that you are now satisfied that appropriate sightlines are achievable and the previous visibility related objection can now be removed.



Image 2 – Visibility to the North



Image 3 – Visibility to the South

Trip Generation

The previous Transport Statement demonstrated that the proposals would result in a less intensive use of Carr Lane (circa 20 vehicles per day) due the cessation of agricultural activities. The 22nd May response does not accept this, despite the fact that the presented data for the ATC Site 2 could only include those trips associated with the two existing dwellings and the farming activities due to its location. I would therefore still argue strongly that the proposals would result in a less intensive use of Carr Lane and also that the proposed residential dwellings will be consistent with all the other existing residential properties on Carr Lane, in that trips will tend to be outbound in the AM peak and inbound during the PM peak therefore significantly reducing the need for vehicles to pass when compared to the more random direction of agricultural trips by larger vehicles.

The cessation of agricultural activities could be secured via suitably worded planning conditions.

Summary and Conclusion

The information presented above demonstrates that:

- The provision of the additional passing places combined with those existing provides more than adequate passing facilities for such a lightly trafficked access road (as we agreed on site), particularly given that the proposed residential uses will be consistent with the existing residential trip tidality rather than the current random agricultural trip direction.
- The required visibility sightlines are achievable within the adopted highway (carriageway or verge). These could be secured in perpetuity via planning condition. It is also noted that it is within the Highway Authority's powers to ensure that hedgerows do not encroach over the highway.
- There would be a reduction in trip generation and large agricultural traffic as a result of the proposed residential development when compared to the existing agricultural use which will

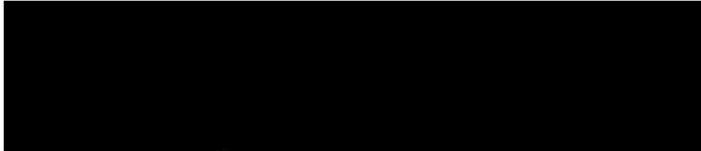
cease as a result of the proposals. The cessation of the agricultural use could be secured via suitably worded planning conditions.

Accordingly, there should only be beneficial impacts to highway operation or safety and the evidence would suggest that 'safe and suitable access to the site can be achieved for all users' (NPPF para 110 b.); and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network.' (NPPF para 111). These are the relevant policy tests with regards to highways.

I therefore conclude that the proposed redevelopment comprising the change of use of 3 no. agricultural buildings to 5 no. residential dwellings would not have a detrimental impact in highways and transport terms. In my opinion, the proposals would therefore comply with the relevant policies of the NPPF and the LPA, and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.

Thank you for confirming on site that you concur with the above and that you are now satisfied that the previous LHA highway related objections can now be removed.

Yours faithfully,



Dave Wallbank
Director, PSA Design Ltd



Figure 1 – Existing Passing Places

Annex 1 – PSA Letter Dated 5th March 2024

Our Reference: T4304/DW

Your Reference:

5th March 2024

**Mr A Hussain
Pewter House Farm
Carr Lane
Balderstone
BB2 7LN**

Dear Mr Hussain,

**Pewter House Farm, Carr Lane Balderstone
Change of Use of Agricultural Buildings to 5 Residential Dwellings
Transport Statement**

Further to your recent instructions, I am pleased to set out below a Transport Statement which considers the transport/highways related issues associated with a Class Q application under the General Permitted Development Order for the conversion of 3 no. agricultural buildings to 5 no. residential dwellings.

The Location Plan and Proposed Site Plan are reproduced at **Annex 1**.

Background

This application follows a previous application (Ref 3/2023/0725) which was refused on the 21st November 2023. This refusal include the following highways related reason:

'The proposal, if permitted, would lead to the intensification of use of an access and access track which lack the adequate visibility, width and provision of passing places deemed safe and suitable for such a proposal.'

This reason was presumably based on the consultation response provided by Lancashire County Council (LCC) as the Local Highway Authority (LHA) dated 20th November 2023. This response (reproduced at **Annex 2**) set out the LHA objection to the proposals as follows:

'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).', and

'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).'

In addition, to support the previous application, a Technical Note was produced by Paragon Highways (dated November 2022). This document included traffic count data and forecast trip generation associated with the proposed 5 residential dwellings.

Appraisal of Forecast Highway Impacts

As can be seen above, both the LPA reasons for refusal and the LCC highways objections are predicated on an incorrect assumption that the proposals would result in an intensification of use of Carr Lane (and its junction with Commons Lane) to access the site. The information set out below indicates that, in fact, the proposals would result in a reduction in vehicular trips generated by the site and therefore a less intensive use of both Carr Lane and its junction with Commons Lane.

Existing Uses Trip Generation

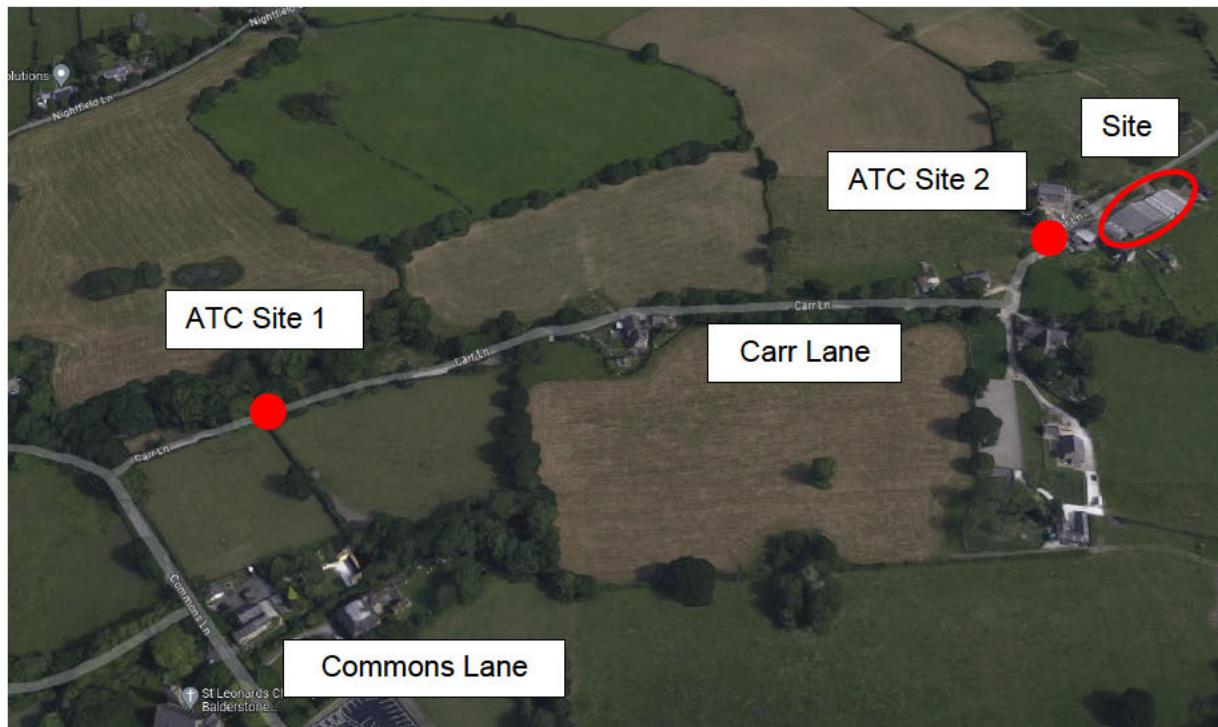
I understand that the existing agricultural uses on the site will cease as a result of the proposals. Therefore, in order to quantify potential impacts, it is first necessary to determine the quantum of trips associated with the existing agricultural use on the site, as this is the benchmark against which, any proposed development should be assessed.

The Paragon Highways Technical Note, contained a 12 hour manual classified count (MCC) of agricultural trips generated by the site on the 9th of November 2022. The results are summarised as follows:

- Total of 60 trips were recorded.
- Of these, 12 were by HGVs;
- Some of the cars were also towing trailers.

As also noted in the Technical Note, the above is conservative representation of agricultural related trips as operations are currently reduced. Clearly, operations could increase at any time in the future.

Notwithstanding the above, it is noted that LCC expressed doubt over the validity of these MCC's. As a result, 7 day automatic traffic counts were undertaken (23/11/23 to the 29/11/23 incl.) at the two locations illustrated below. The survey data is reproduced at Annex 3.



ATC Locations

As can be seen, ATC Site 2 covers just the agricultural use and the two existing dwellings (Pewter House Farmhouse and East Cottage) and recorded a weekday average of 46 vehicles per day (8.9% of which were HGVs).

The Paragon Highways Technical Note included TRICS rates for residential units (which was accepted by LCC) of 4.0-4.8 vehicles per day. Therefore, adopting this rate for the existing 2 dwellings (i.e. 8-10 trips per day) and subtracting these from the ATC recorded 46 trips per day indicates that the existing agricultural use generates 36-38 trips per day. This is considered to be a robust (i.e. low) assessment of the existing agricultural use trips.

Proposed Development Trip Generation

Turning to the proposed development, adopting the Paragon TRICS trip rates accepted by LCC, the 5 residential units proposed would generate 20-24 vehicular trips per day. This clearly represents a

significant reduction when compared to the existing agricultural use and would result in a less intensive use of Carr Lane and the Commons Lane junction.

Moreover, it should be noted that the trips associated with the 5 residential units will be cars and light goods vehicles rather than the HGVs and tractors associated with the agricultural use which will cease.

Reason(s) for Refusal

Each of the highways related Reasons for Refusal are considered in turn as follows:

Inadequate Width and Lack of Passing Facilities – Carr Lane

Whilst it is acknowledged that Carr Lane is narrow in places, there are a series of informal widenings which enable vehicles to pass. These provide a carriageway width of 4.1m or greater, which is sufficient for two cars to pass and are illustrated on the extract of the topographical survey at **Annex 6**. The low levels of vehicular traffic on Carr Lane mean that these are more than adequate to cater for existing movements. Reference to the LCC MARIO website indicates that there have been no recorded accidents along Carr Lane.

Notwithstanding that there is no evidence of a safety or operational issue associated with the narrow nature of Carr Lane, the less intensive use as a result of the proposals would have a beneficial impact on the operation along the access road. Moreover, the cessation of the agricultural use at the site will remove the presence of larger agricultural vehicles associated with the site from this lane which will clearly provide additional benefits over the existing situation.

Lack of Adequate Visibility at Carr Lane/Commons Lane Junction

It is also acknowledged that sightlines recommended for the 30mph speed limit in force (43m) may not be achievable, however paragraph 10.4.2 of Manual for Streets 2 (MfS2) is relevant in this regard:

'It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out TMS Consultancy for MfS2 has found no evidence of this.'

This is borne out by the LCC MARIO accident records which confirm that there have been no recorded accidents at this junction.

Notwithstanding that there is no evidence of a safety issue associated with the reduced visibility sightlines at the Carr Lane/Commons Lane junction, the less intensive use as a result of the proposals would clearly have a beneficial impact on the risk of accidents at this location.

In order to take cognisance of the issues raised by LCC, I confirm that a 7 day automatic traffic count (ATC) survey of traffic speed and volume was instructed on Commons Lane close to the Carr Lane junction. The survey was undertaken from Friday the 8th March 2024 to Thursday the 14th March 2024 (inclusive) and the results are reproduced at **Annex 4**.

The data indicates that the recorded 85th percentile speeds on both approaches are:

- Southbound – 28.1mph
- Northbound – 27.6mph

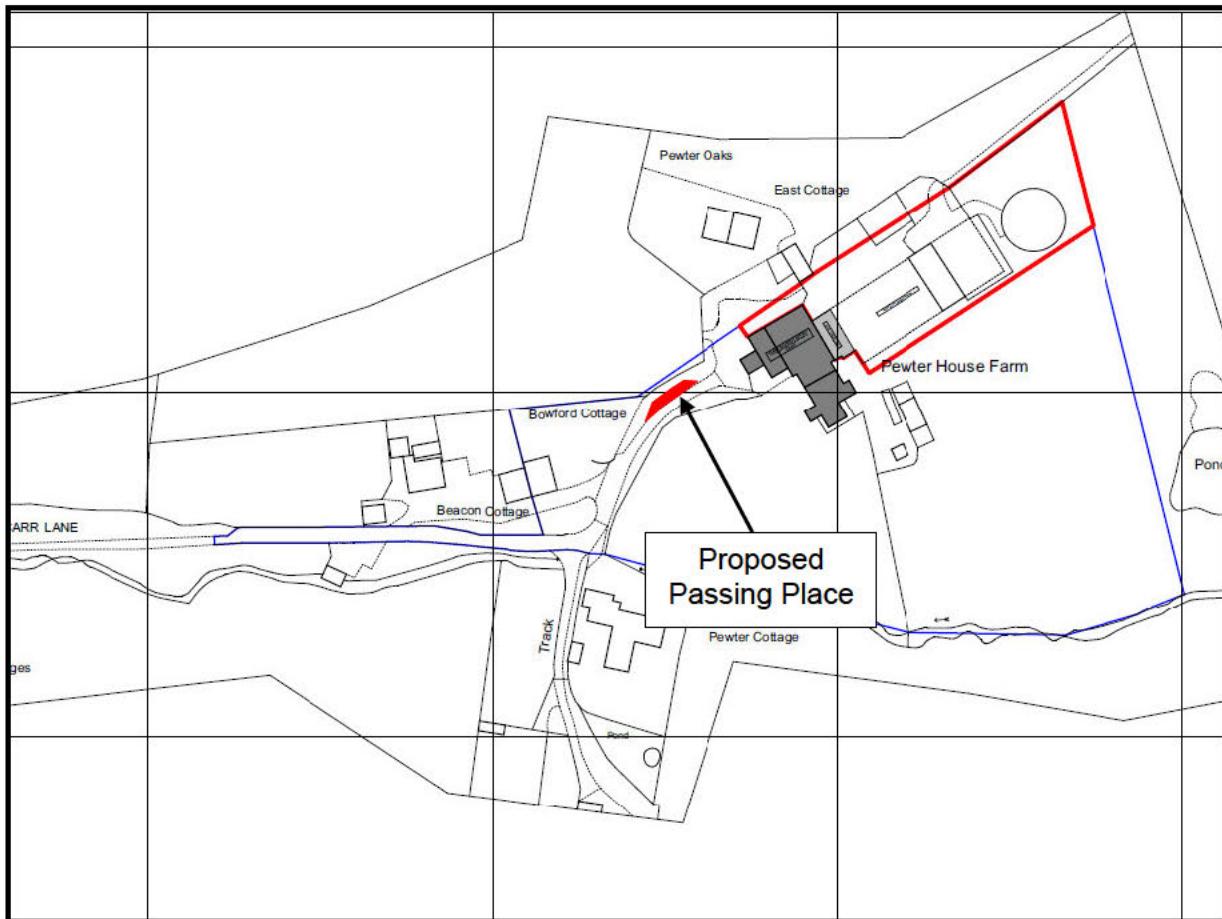
Adopting these speeds, reference to Manual for Streets (MfS) would require a stopping site distance (SSD) of 37m Southbound and 36m Northbound. Therefore, the following sightlines would normally be required at an access onto Commons Lane at this location:

- Southbound – 2.4m x 37m
- Northbound – 2.4m x 36m

These required sightlines have been plotted on a topographical survey of the Carr Lane junction and the resulting Visibility Plan reproduced at **Annex 5** demonstrates that the required splays are achievable within the extents of the adopted highway.

Mitigation Measures

In light of the above, there would be no requirement for measures to mitigate the impacts of the proposals. However, I note that you have confirmed that you are willing to construct a formal passing place (minimum length 8m) on Carr Lane between the site and Bowford Cottage as illustrated on the image below. This passing place would complement those already in place and would provide additional benefits to the existing operation of Carr Lane.



Location of Proposed Passing Place on Carr Lane

Summary and Conclusion

The information presented above demonstrates that:

- There would be a reduction in trip generation and HGV traffic as a result of the proposed residential development when compared to the existing agricultural use which will cease as a result of the proposals;
- Despite the restricted width of Carr Lane, the informal passing places enable this existing access road to operate satisfactorily and safely for the existing use. A less intensive use will provide benefits over the existing situation. Moreover, the cessation of the agricultural use at the site will remove the presence of larger agricultural vehicles associated with the site from this lane which will provide additional benefits over the existing situation;
- Speed surveys undertaken demonstrate that the required visibility is achievable at the Carr Lane/Commons Lane junction, there is no evidence of a road safety issue (as per MfS2 and LCC accident records). If the LHA have any residual concerns, then a less intensive use will provide benefits over the existing situation;

- Although mitigation measures aren't necessary, it is proposed to provide an additional formal passing place on Carr Lane between the site and Bowford Cottage – this will provide further benefits over the current situation.

Accordingly, there should only be beneficial impacts to highway operation or safety and the evidence would suggest that 'safe and suitable access to the site can be achieved for all users' (NPPF para 110 b.); and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network.' (NPPF para 111). These are the relevant policy tests with regards to highways.

I therefore conclude that the proposed redevelopment comprising the change of use of 3 no. agricultural buildings to 5 no. residential dwellings would have a beneficial impact in highways and transport terms. In my opinion, the proposals would therefore comply with the relevant policies of the NPPF and the LPA, and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.

I trust that the above satisfies your current requirements but please contact me should you require any further information or clarification.

Yours faithfully,

Director, PSA Design Ltd

Annex 2 – LCC Highways Consultation Response – 22nd May 2024

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).

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



Annex 3 – H4304-H-01 – Sightline Plan on Topo Survey Base

