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Your ref: 3/2025/0530
Our ref: 3/2025/0530/HDC/KW
Date: 05 August 2025

Location: Coxes Farm Stoneygate Lane Ribchester PR3 2ZS
Proposal: Proposed erection of a timber-framed agricultural building with stable.
Grid Ref: 364735 437460

Dear Maya Cullen

With regard to your consultation letter dated 24 July 2025, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

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 application for the proposed erection of a timber-framed agricultural building with stable at Coxes Farm Stoneygate Lane Ribchester.

Site Access

The site will be accessed onto Stoneygate Lane which is classified as C558 with a national speed limit fronting the site access.

Before the LHA can fully assess whether the access and internal layout complies with the LHAs guidance, the LHA require a detailed site access plan to be submitted. On the drawing the LHA require the access width to be shown, the LHA would normally require agricultural accesses to be at least 6m wide.

The LHA would expect the access to be hard surfaced extending from the adopted highway boundary for a minimum distance of 10m into the site, this shall be appropriately paved in tarmac, concrete, block paviours, or other hard material to prevent debris from being deposited onto the highway.

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There is currently no vehicle crossing situated at the access as noted on site. An appropriate agreement will need to be entered into by the applicant in order to create an appropriate crossing over the existing verge to the carriageway as the current access is a field gate.

Acceptable visibility splays need to be provided at the proposed access, these either need to be in line with the Design Manual for Roads and Bridges (DMRB), CD123, Chapter 3 which would require a splay 2.4 metres back from the near edge of the carriageway and extending 215 metres along the nearside carriageway edge in both directions on a 60mph classified road such as Stoneygate Lane. Or the visibility splay will need to be based on the 85th percentile speeds from a full weeks 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 road traffic speeds in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the access.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing should be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

The gate will also be required to be positioned at least 10m back into the site to allow for agricultural vehicles to pull clear of the carriageway before operating the gate to remove any conflict between turning vehicles and vehicles travelling within the carriageway.

Internal Layout

The LHA are also aware that no parking or turning plan has been submitted to support the application. Consideration should be given to a formalised turning area for the largest vehicles accessing the site. A detailed plotted swept path analysis is likely to be required showing the largest vehicle accessing the site as well as a swept path showing a turning area is adequate for the types of servicing vehicles which service the site.

Conclusion

Before the LHA are able to fully determine the application, further information regarding the site access is required. This further information will allow the LHA to fully assess the application.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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