

Ribble Valley Borough Council
Housing & Development Control

Phone:
Email:

Your ref: 3/2022/0574
Our ref: D3.2022.0574
Date: 5th October 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0574**

Address: **Rann Woodland Off Saccary Lane Mellor Blackburn**

Proposal: **Retention of storage containers, vehicle parking and turning area. Reduction in the width of the track to an average width 2.9m. Proposed cladding and roofing over storage containers and the construction of a welfare unit.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

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. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a re-consultation for the proposed retention of storage containers, construction of a welfare unit, parking and turning area and the construction of a 2.9m track to serve the site at the Rann Woodland, Saccary Lane, Mellor.

The LHA previously responded to the application on 26th September 2022 requesting further information regarding the expected number of trips the site will generate per week and the type of vehicles who will visit the site.

Since then, the Agent has supplied a short statement in the guise of an email sent to the LHA on 28th September 2022, documenting this information. This will, therefore, be reviewed below.

It is worth noting that the LHA are aware that the site is subject to a planning enforcement appeal following appeal references APP/T2350/C/22/3301926 and APP/T2350/C/22/3301928. The planning enforcement appeal occurred due to the majority of the proposal being implemented without planning consent. The appeals are currently ongoing.

In any case, the LHA are also aware of the other planning history associated with the site. This includes application reference 3/2005/0803 which proposed to create a stoned path suitable for disabled visitors and a car park area within the woodland area. The application was permitted by the Local Planning Authority (LPA) on 24th November 2005.

Site Access/ Internal Layout

The LHA are aware that the site will utilise an existing access located off an unadopted, private access track which serves numerous neighbouring dwellings, farms and also serves Public Footpath 3-25-FP5. The private access track is located off Saccary Lane which is a C classified road subject to a 60mph speed limit.

The LHA have reviewed SPA drawing number 6625-P01 Rev B and are aware that the site will utilise an existing access which used to serve the visitor car park for The Rann woodland following application reference 3/2005/0803.

The LHA have reviewed the access and have no objection to the use of the access following the proposal. This is because, the proposal which will generate 4 trips per week, as stated in the Operation Statement provided in the email, is likely to generate less trips than the intended use when the access was erected. This is because the access was erected to serve the public car park to enable the public to visit the woodland. Therefore, with this in mind and the type of vehicle using the site being a car, the LHA have no concerns with the access.

The LHA have reviewed the internal layout provided on SPA drawing number 6625-P01 Rev B titled "Proposed Site Plan and Elevations" and have no comments to make regarding the access track, number of parking spaces or the location of the storage containers and proposed welfare unit.

The LHA will however condition that the use of the site, storage containers and welfare unit will only be used to maintain the woodland and not for any commercial entity.

The LHA will also condition that an internal outfall drainage system is implemented. This is because the LHA are concerned that surface water from the internal access track and hardstanding areas will drain onto the private, unadopted track which serves neighbouring dwellings and farms as well as Public Footpath 3-25-FP5 and FP6, due to the level difference of the land.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. The surface water from the approved access track should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

3. The storage containers, welfare unit and parking and turning area hereby approved shall only be used to maintain the woodland and shall not be used by way of sale or sub-letting to form a separate commercial use.

REASON: To avoid the creation of a commercial use which may be substandard in terms of the Local Highway Authorities highway guidance.

Yours faithfully


Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council