



Ribble Valley Borough Council
Housing & Development Control

Tel
Email

Your ref 3/2022/0580
Our ref D3.2022.0580
Date 5th October 2022

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2022/0580**

Address: **Bankfield 43 Whinney Lane Langho BB6 8DQ**

Proposal: **Proposed new build detached dwelling with associated double garage and new site access.**

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 erection of a detached dwelling at Bankfield, 43 Whinney Lane, Langho.

The LHA previously responded to the application on 19th July 2022 requesting further information regarding the site's visibility splays. Since then, an amended plan has been submitted following Zub drawing number PR-SP-0001 titled "Proposed Site Plan." This will be reviewed below.

Site Access

The LHA have reviewed the amended plan supplied by Zub drawing number PR-SP-0001 titled "Proposed Site Plan" and are aware that the proposed dwelling will now be accessed by the existing agricultural track located off Whinney Lane which is a C classified road subject to a 30mph speed limit.

The LHA are aware that the access currently serves the existing farm, farmhouse and is used as a secondary access for the dwelling titled "Bankfield."

In any case, the LHA have reviewed the amended drawing and are aware that the access is approximately 3.6m wide approximately 3m from the public highway. This does not comply with the LHAs guidance which requires an access serving a residential and agricultural use to be a minimum of 6m wide for a distance of 10m behind the highway boundary.

As a result of the shortfall, the LHA require an amended plan to be submitted showing that the access is a minimum of 6m wide to comply with the LHAs guidance. However, due to the internal access to the proposed dwelling being approximately 7m from the public highway, the LHA only require the access to be a minimum of 6m wide for a setback distance of 5m from the adopted highway.

On the amended plan, the LHA also require the access to show that the site can provide visibility splays of 2.4m x 43m to the right of the access and splays of 2.4m x 28m or until the splay reaches the junction between York Lane and Whinney Lane.

Should the access not be able to achieve the minimum splays, the drawing should show the maximum visibility the site access can achieve to enable the LHA to assess whether they would accept the shortfall in visibility.

Internal Layout

The LHA have reviewed the supporting documents and understands that the site can provide the required number of car parking spaces for the 4+ bed dwelling as defined in the Joint Lancashire Structure Plan. Therefore, the LHA have no comments to make regarding the parking arrangements at the site.

Conclusion

The LHA require the Agent to provide an amended site access plan showing that the access width complies with the LHAs guidance and that the site can achieve the minimum vehicular visibility splays for a 30mph road. Should this be provided, the LHA will have no objection to the proposal.

Yours faithfully

Assistant Engineer Highway Development Control

