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Your ref: 20/0966  
Our ref: D5/20/0966  
Date: 25<sup>th</sup> January 2021

**App. No:** 20/0966

**Proposal:** Change of use of existing dwelling within converted barn to provide three self-contained holiday cottages (Two 2-bed units and one 3-bed unit) including associated external alterations to building and reconfiguration of courtyard garden to provide parking and amenity areas

**Location:** Hale Hall Farm, Salwick Road, Treales Roseacre and Wharles, Preston

I have view the plans and highway related documents and I would make the following comments.

The application seeks to convert an existing vacant 6 bedroom dwelling to 3 separate holiday cottages using an existing all-purpose access on Salwick Road. This will result in a small increase in vehicle movements at the site access with drivers who are unfamiliar with the area.

#### **Site access**

Vehicle speeds on Salwick Road, approx. 300m south of the site access, were recorded previously in April 2014 by Lancashire County Council with NB 85%ile speeds of 54mph and SB 52mph. It is noted that the daily volume of traffic is low at around 500 vehicles a day. There is a single collision recorded on Salwick Road within the previous 5 years, approx. 1km south of the site access which was a loss of control of a vehicle due to an animal in the road.

The hedgerows bounding Salwick Road and the site access are well maintained and are within the applicants ownership. This provides a certain amount of visibility splay for drivers when emerging onto Salwick Road, although the full splays are not provided. A visibility splay of X2m by Y 160m would be required for these measured speeds.

Due to the high vehicle speeds on this straight section of Salwick Road it would be beneficial to highway safety to improve the splays by lowering and maintaining the hedgerows below 0.9m height with the splay and to widen the site access for 2 cars to enter and exit at the same time. This will avoid a vehicle dwelling in Salwick Road whilst an opposing vehicle exits. The site access should be paved in a bound material for the first 5m to avoid any loose debris being deposited onto the highway.

Additional signage in the vicinity of the site would be required to ensure that customers can safely and easily identify the site access without causing a highway safety issue on Salwick Road, especially during the hours of darkness as the surrounding roads are unlit.

### **Parking**

The internal layout should provide car parking for the existing farmhouse and in addition car parking for 6 customer vehicles and secure cycle parking for the maximum number of customers which the cottages can accommodate. An electric vehicle charging provision should be considered.

### **Conclusion**

There is no objection to the proposal however improvements to the site access are outlined above which would ensure highway safety is maintained.

1. No building or use hereby permitted shall be occupied until the secure cycle, car parking and manoeuvring areas are provided in accordance with the approved plan. The secure cycle, car parking and manoeuvring area shall thereafter be kept free of obstruction and available for the parking cycle, cars at all times.

Reason: To allow for the effective use of the parking areas.

2. The access extending from the highway boundary for a minimum distance of 5m into the site and widened to 5m shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. Reasons: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users

3. No building (or use hereby permitted) shall be occupied (or use commenced) until visibility splays 2 metres back from the centre line of the access and extending 160m metres on the nearside carriageway edge in both directions have been provided at the site access on Salwick Road, as shown on the approved plans. Nothing shall 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

Yours sincerely

Kelly Holt  
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