



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd – Divisional Director
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To: Fylde Council

CC: transportplanning@dft.gov.uk
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Council's Reference: 20/0952

Referring to the notification of a planning application consultation dated 2nd February 2021 for the change of use of agricultural land to the keeping of horses and for the erection of a stable building comprising of 2 stables and a tack / store room for private use on land south of Kinton Lodge, Back Lane, Weeton-with-Preese, Lancashire PR4 3HS, notice is hereby given that Highways England's formal recommendation is that we:

~~a) offer no objection;~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~

~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / is not-relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gov.uk.

Signature: 	Date: 2 nd February 2021
Name: Warren Hilton	Position: Assistant Spatial Planner
Highways England: 8th Floor, Piccadilly Gate, Store Street, Manchester M1 2WD	

Annex A **Highways England recommended Planning Conditions /**
~~Highways England recommended further assessment required /~~
~~Highways England recommended Refusal.~~

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

There have been no pre-application discussions prior to the submission of these proposals.

Highways England have no objection to the erection of a stable block on this piece of land subject to formally recommended conditions being attached to this Notice being included in any grant of planning approval. When reaching this conclusion, Highways England have considered the fact that the proposed stables and associated field boundaries are located alongside the M55 motorway and that this may mean the presence of horses close to the motorway boundary.

The wooden post and rail motorway boundary fence is owned maintained by Highways England and is of a standard, design used throughout the motorway network.

However, although this application refers to the construction of a new 1.2 metre-high wooden boundary fence alongside the M55 boundary of a similar type to ours, we would advise that the applicants to consider measures to improve the security of their site (and thus reduce any risk to the safety of road users) by possibly increasing its height, or through the addition of barbed wire / electrification to the satisfaction of the local planning authority.

In any event, the proposed fence must be located at least one metre away from the line of the motorway fence and be on the applicant’s land / land within their legal control.

We advise both Fylde Council and the applicant to be aware of the presence of buried pipes connected with the Whitprick Hill underground reservoir to the south of the motorway (the manhole cover visible within the site is connected to this system). The position of the manhole is not marked on the associated plans, but we strongly advise that United Utilities are consulted on this application to ensure that any construction work in connection with this proposal does not jeopardise these water pipes and, in turn, the safety of the

motorway.

For the avoidance of doubt, in consequence of planning application, 20/04679/FUL Highways England has no objection to the proposed development, subject to the following conditions being imposed in the interests of ensuring that the connection with the SRN is not adversely impacted:

1. No alterations are to be made to the Motorway fence, owned and maintained by Highways England. Any fence erected as part of this application must be located at least one metre away from the line of the motorway fence and be on the applicant's land / land within their legal control.
2. There shall be no connection to the motorway drainage, nor shall there be any runoff from the stable building onto the motorway.

This condition is in order to protect the Highways England owned asset, and ensure the safety and integrity of the Strategic Road Network

Where the decision-making authority or the applicant does not agree to the imposition of the conditions as recommended above, then it is the formal recommendation of Highways England that the application be refused. Should the decision-making authority disagree with this recommendation, then it must consult the Secretary of State for Transport via transportplanning@dft.gov.uk prior to issuing any decision, in accordance with The Town and Country Planning (Development Affecting Trunk Roads) Direction 2018.

This response represents our formal recommendations with regard to this application and has been prepared by Warren Hilton.