

Development Control  
Ribble Valley Borough Council

Phone: 0300 123 6780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)

Your ref: 3/2021/0311  
Our ref:  
Date: 21<sup>st</sup> April 2021

Dear Sirs

**Re: Planning Application 21/0311**

**Address: Brockhall Farm Brockhall Village Old Langho BB6 8BB**

**Description: Proposal to demolish and convert a number of agricultural buildings at Brockhall Farm, into 8 residential properties; construct a number of garages for the use of the residents; and re-develop the surrounding landscaping to incorporate parking, landscaping and amenity spaces for each property. Resubmission of 3/2020/0180.**

With respect to this application we would not raise any objections to the application.

There are however concerns regarding the access along the track to the rear of Larkhill including the lack of pedestrian facilities at the cattle grid to the rear of Bradyll Court and the lack of general maintenance contributions from the applicant to the upkeep of track.

It is recommended that a pre commencement survey of the access should be undertaken by the applicant and the Larkhill Residents Group with a view to repairing any damaged that could be attributed to the construction phase of the development. Additionally, a plan for the future maintenance of the access should be made including the section of track that is not in the ownership of the applicant.

Whilst a swept path analysis has been undertaken for a refuse collection vehicle for the passing places, there is no indication as to if the rest of the land is to be farmed. It is advised that the passing places should be of sufficiently large enough to accommodate the

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**Phil Durnell**

Director of Highways and Transport  
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passing of tractor with trailer and the refuse vehicle. An additional passing place should be considered at the start of access track adjacent to 25 Larkhill.

The existing cattle grid will require up grading to accommodate a suitable access for pedestrians.

Should you wish to support the application we would look for the following conditions to be added to the decision notice.

**1. Management and maintenance of estate streets to remain private streets or which do not conform to adoptable highway standards.**

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development, including written confirmation that it will not be offered to the highway authority for adoption, have been submitted to and approved by the local planning authority. The streets shall be maintained in accordance with the approved management and maintenance details thereafter.

Reason: - In the interest of highway safety; to ensure a satisfactory appearance to the street infrastructure serving the approved development; and to safeguard the users of the street and visual amenities of the locality.

Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of the completed details of a private management and maintenance company confirming funding, management and maintenance regimes.

**2. Construction Management Plan (CMP).**

No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Wheel washing facilities.
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction.
- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Construction vehicle routing.
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: - In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing [lhsstreetworks@lancashire.gov.uk](mailto:lhsstreetworks@lancashire.gov.uk)
- All references to public highway include footway, carriageway and verge.

### **3. Construction deliveries outside peak traffic.**

Deliveries to the approved development shall only be accepted between the hours of 9.30am and 2.30pm Monday – Friday, to avoid peak traffic on the surrounding highway network.

Reason: In the interest of highway safety.

### **4. Highway Condition Survey.**

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Larkhill Management Group prior to the survey being undertaken. The survey must consist of:

A plan to a scale of 1:1000 showing the location of all defects identified.

A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

### **5. Scheme for site access/off-site highway mitigation works.**

No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

#### **6. Completion of Pedestrians/Cycle Access.**

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

#### **7. Electric vehicle charging points.**

All garage facilities or off-street parking shall include provision of an electrical supply suitable for charging an electric motor vehicle.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 0300 1236780.

Yours faithfully

Simon Hardie  
Highways Development Control  
Lancashire County Council

#### **Notes**

Due to the extensive nature of the application it is expected that a charging point for electric vehicles shall be included with-in the development to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states :- charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle.