

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0335
Our ref D3.2021.0335
Date 27th May 2021

FAO Adam Birkett

Dear Sir/Madam

Application no: **3/2021/0335**

Address: **Ribble Valley View Old Langho Road Langho BB6 8AW**

Proposal: **Extension of existing holiday lodge park to provide for the siting of 16 additional holiday lodges. Resubmission of 3/2019/0851.**

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

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted on an application for the extension of an existing holiday lodge park to provide for the additional siting of 16 holiday lodges at Ribble Valley View, Old Langho Road, Langho.

The application is a resubmission of application reference 3/2019/0851, which was for the additional siting of 29 holiday lodges at the site. However, this was refused by the Local Planning Authority on 30th June 2020.

The LHA are also aware of the previous planning history at the site:

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Director of highways and Transport
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3/2018/0506- Change of use of agricultural land to allow extension to lodge park and the erection of an additional 12 lodges (Amendment to application 3/2015/0880 approved 16 December 2016). Permitted 30/11/2018.

3/2015/0880- Change of use of agricultural land to allow extension to lodge park and the erection of an additional 12 lodges and informal recreational area and footpath. Permitted 16/12/2016.

3/2010/0417- Proposed change of use of agricultural land to form a pitch static caravan holiday park with warden unit, reception, grounds maintenance store and associated landscaping. Permitted 17/12/2010.

Site Access

The site is accessed off Old Langho Road which is a C classified road subject to a 40mph speed limit.

The sites access, which currently serves the existing holiday lodge park and Public Footpath 3-6-FP5 which advances adjacent to the site, will remain unaltered following the proposal. Therefore, with the access already being existing and the LHA previously advising approval without any amendments to the sites access, under application reference 3/2019/0851 which was for the additional siting of 29 holiday lodges at the site, the LHA have no objection to the use of the access for the proposal.

Internal Layout

The LHA have reviewed Reed Studio drawing number 901 titled "Proposed Site Plan" and understands that a new internal road is proposed at the site which will be adjacent to Public Footpath 3-6-FP5. With the internal layout not being adopted due to the site being a private development and used for holiday lodges, the LHA have no comments to make regarding the internal road layout.

The drawing also shows that two car parking spaces for each 3-bed holiday lodge will be provided at the site. The LHA are satisfied that the proposed parking requirements meet the standards set in the Joint Lancashire Structure Plan and therefore have no further comments to make.

Public Footpath 3-6-FP5

Public Footpath 3-6-FP5, as already mentioned, runs the full length of the proposed development and continues northward to a footbridge over Dinkley Brook. However, the Public Footpath, which is shown on Reed Studios drawing number 902 titled "Proposed hard and soft landscaping," does not have access to a segregated footpath along the side of the road which services the holiday lodges. Therefore, due to the existing business located at the site increasing in scale following the proposal, meaning that the use of the existing site access and internal road layout will intensify, the LHA will require the Applicant to provide a segregated footpath from the road. A segregated footpath will also be in the interest of pedestrian safety and should measure a minimum of 1.5 meters wide with a compacted bound surface.

The Applicant is also proposing to replace the existing agricultural gate and stile which is located at the entrance of the proposal. The gate is currently used to allow users to access the site as well as the Public Footpath. Therefore, the LHA advise the Applicant to consider the informative below which advises them to contact a member of the Public Right of Way (PROW) team to make sure the replacement gate and stile, meets the correct specification for a Public Footpath.

Furthermore, the Applicant is proposing to build a pond which is located at the northern boundary of the site, in close proximity to the Public Footpath. The LHA remind the Applicant that sufficient drainage is required to prevent surface water from running near or onto the PROW.

Not only this but the LHA have noted in the location near the proposed pond at the northern boundary of the site, the Public Footpath deviates from its definitive line. While the LHA acknowledge the deviation of the footpath in this location, could prevent drainage water from running down the gradient outside of the development towards Dinckley Brook, the Applicant will have to apply for a Diversion Order to make the diversion of the PROW a permanent feature at the site. The Diversion Order will have to be certified and in place before works can commence.

Contributions

The LHA, should the application be permitted, will request £4600 to be secured to allow for the surfacing of the remaining length of Public Footpath 3-6-FP5, between the development and Dinckley Bridge. The monies will also be used to improve the accessibility of the footbridge over Dinckley Brook.

Conditions

1.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;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- 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);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- 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.

2. The granting of planning permission does not authorise any stopping up; closure; obstruction or diversion of a Public Right of Way, without the appropriate order

REASON: To protect existing Public Right of Way users and to maintain the operation and safety of the local Public Right of Way and to minimise the impact of the construction works on the Public Right of Way.

3. Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.

REASON: to ensure the Public Right of Way is safe and available during the period of construction in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 98 of the National Planning Policy Framework 2019

4. The development hereby permitted, shall not be occupied until the proposed segregated Public Footpath located adjacent to the existing internal road network, shall be constructed to a minimum width of 1.5 metres and be bound with a compacted bound surface. The Public Footpath shall be maintained for the duration of Public Footpath 3-6-FP5 which runs through the site.

REASON: To protect pedestrian safety when moving throughout the site.

5. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Reed Studio drawing number 901 titled "Proposed Site Plan". Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

Informatives

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Any damage caused to the surface of the Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

Any intention to landscape within the vicinity of a Public Right of Way must be at least 3 metres away to ensure there is no encroachment either over the footpath or through the surface, potentially creating a hazard to the public and future maintenance issues.

Drainage should take into account the vicinity of the Right of Way ensuring surface water is not directed over or near the Right of Way to prevent flooding of the footpath.

Any alterations in ground level should ensure that the Right of Way is not lower than the main development to prevent the risk of flooding of the footpath.

The applicant should be advised to contact PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss replacing the existing gate and stile at the entrance to the proposal. Discussions should start before any development works begin.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council