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Your ref: 3/2022/0469
Our ref: D3/2022/0469
Date: 7 July 2022

For the attention of Stephen Kilmartin

Planning Application No: 3/2022/0469

Grid Ref: 368573 438134

Proposal: Outline planning application for the erection of three new residential dwellings.

Location: The Warren, Warren Fold, Hurst Green BB7 9QH

The site was visited on 5 July 2022.

Having considered the information submitted, together with site observations, the proposed development raises highway safety concerns, although not severe enough for Lancashire County Council, as the highway authority, to object to the proposed development. However, the following comments should be noted.

The highway authority understands that this planning application is concerned solely with the principle of the site's development. As this application is in outline with all matters reserved the submitted internal layout is indicative only with full details needing to be submitted at the Reserved Matters stage if planning permission is granted. Therefore, only provisional highway comments have been made.

If planning permission is granted a reserved matters application will need to be submitted covering details of access, appearance, landscaping, layout and scale. As part of any reserved matters planning application the applicant is advised to consider the following provisional comments.

Proposal

The proposal is for the erection of three residential dwellings within the residential curtilage of The Warren, including a new access point from the track leading to The Warren and agricultural fields beyond

The highway authority has noted local residents' comments regarding the development being bungalows for over the 55s. However, as no proposed floor plans have been submitted the type and size of dwelling cannot be determined at this stage and, given that the dwellings have been submitted as self-build/custom build, there is no guarantee that this type of dwelling will be ultimately built should the outline application be granted planning permission

Phil Durnell

Director of Highways and Transport

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Site planning history

An outline planning application with some matters reserved for the erection of one new residential dwelling was made in 2014 (ref 3/2014/0204). This was refused by the local planning authority and dismissed at appeal (ref APP/T2350/A/14/2221778). The highway authority did not raise an objection to this application, nor was highways one of the grounds for refusal nor appeal dismissal.

Access

Access to the proposed development site is from the adopted highway network on Warren Fold via a privately maintained track leading to the North and providing vehicular access to three existing residential properties, together with access for agricultural vehicles to the field to the East of the development site. It was noted at the time of the site visit that the track to the field had been in recent use.

The proposal would double the number of properties served by the track from Warren Fold. This raises concerns given the pinch point on the first section of this track from the adopted highway network to Warren Farm, with limited forward visibility. However, this section is short, and vehicles would be travelling at low speeds. As the carriageway on Warren Fold is wide enough to allow two-way traffic and the track widens outside Warren Farm traffic movements could operate on an informal give and take basis, as may already happen.

Although the track is unlit and there are no footways there are places where pedestrians could safely step out of the way of vehicles.

The highway authority recommends that at Reserved Matters stage a revised access layout is submitted. This should be widened and extended from the existing access to The Warren to be similar to the southern layout of the existing access and widened further back into the site. This would improve access for larger vehicles serving the site.

That section in front of the new access, and which is currently unmade, should be surfaced in a bound porous material. Although not shown within the blue edge on the submitted Location Plan, details held at the Land Registry (Title Plan LAN117294) indicate that this area is within the applicant's ownership.

Public Rights of Way

Public Footpath 3-3-FP64 Aighton, Bailey & Chaigley passes along the access track leading from Warren Fold and past the proposed development site. There are no Public Footpaths within the site itself.

Internal layout

The submitted internal layout is indicative only but the following comments should be noted.

At Reserved Matters stage a swept path plan for a refuse vehicle should be submitted demonstrating that it can enter and leave the site in forward gear.

Recommendations in Manual for Streets are that residents should not be required to carry waste more than 30m to the storage point, and waste collection vehicles

should be able to get within 25m of the storage point. The collection point should be reasonably accessible for vehicles typically used by the waste collection authority. The distance over which waste containers are transported by collectors should not normally exceed 15m.

A swept path analysis for a refuse vehicle should be provided to demonstrate that a refuse, emergency or large delivery vehicle can enter and leave the site in forward gear, for the following reasons:

- The maximum recommended distance a refuse vehicle should reverse is 12m (Manual for Streets).
- Fire and Rescue Services vehicles should not have to reverse more than 20m from the end of an access road. (Manual for Streets).

Car & cycle parking

Given the limited local facilities and amenities in Hurst Green, including access to public transport, future occupants of the dwellings would have few alternatives to the use of private vehicles. This was highlighted by the Planning Inspector in their appeal comments to the previous planning application (para 10 refers). Therefore, maximum parking standards should be applied to the site.

The following comments regarding car and cycle parking should be taken into account when submitting a Reserved Matters application.

1. Car and cycle parking for each property should be in line with the following provision:
 - One bedroomed properties to have one parking space.
 - Two to three bedroomed properties to have two parking spaces.
 - Four and above bedroomed properties to have three parking spaces.
2. To count as one parking space a single garage should have minimum internal dimensions of 6 x 3m. Where garages are below this recommended size they should not be counted as a car parking space. A double garage should have minimum internal dimensions of 6 x 6m to count as two parking spaces.
3. The minimum dimensions for a single off-road parking bay are 2.4m wide by 5.6m long, although the recommendations below should also be considered as part of the off-road parking design.
4. All drives fronting garages with up and over style doors to be a minimum of 6m long to allow room to open and close the doors; this can be reduced to 5.6m where roller shutter style doors are provided.
5. A minimum manoeuvring area of 6m should be provided to ensure that vehicles can adequately manoeuvre to and from the off-road parking areas without overrunning property opposite.
6. Private drives should be a minimum of 3.2m wide where they are used for shared vehicular and pedestrian access to the property.

7. Where the parking bays are adjacent to walls and fences, it is recommended that the drives have a minimum clear width of 2.6m, to provide additional room to open the doors.
8. At least one secure cycle space should be provided for single bedroom residential properties and two where two and above bedrooms are to be provided. A standard size garage (6 x 3m) is considered capable of accommodating two cycles. Where no garage is provided alternative covered, lockable provision should be made within the property's curtilage.
9. Electric vehicle charging points should be provided at each property.

General

Given the concerns raised earlier about the limited width of the access track from Warren Fold to the development site a Construction Method Statement including plan should be submitted to demonstrate that any development of each plot will not have a detrimental impact on the adopted highway network, access to neighbouring properties and walkers on Public Footpath 64.

If the local planning authority is minded to approve this outline all matters reserved application the following condition should be applied to any formal planning permission granted.

Condition

No development of each plot shall take place, including any works of clearance, until a construction method statement including plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) Wheel washing facilities
- v) Measures to control the emission of dust and dirt during construction
- vi) A scheme for recycling/disposing of waste resulting from clearance and construction works
- vii) Details of working hours
- viii) Timing of deliveries
- ix) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council