

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/0820
Our ref: D3.2022.0820
Date: 24th October 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0820**

Address: **Knott Farm Chipping Road Thornley PR3 2TB**

Proposal: **Change of use from former agricultural building to one new dwelling house Class C3(a) including part demolition of recent steel frame extension to north end, erection of replacement extension and raising roof ridge by one metre.**

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

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed conversion of an agricultural building into one dwelling at Knott Farm, Chipping Road, Thornley.

The LHA are aware of the most recent planning history at the site, with it being listed below:

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



3/2022/0123- Amendment to planning permission 3/2020/0716 to allow alterations to internal layout to form utility room and bathroom with additional door and window openings to front and side elevations and enlargement of rear porch. Permitted 24/02/2022.

3/2020/0716- Construction of single storey extension to side and single storey porch to rear. Permitted 20/10/2020.

Site Access

The LHA are aware that the proposed dwelling will continue to utilise an existing access track located off Chipping Road which is a C classified road subject to a 60mph speed limit.

The access track, which is private and unadopted currently serves the site, Lee House Farm and Public Footpaths 3-41-FP64 and 3-12-FP38a.

The LHA have reviewed the supporting documents and have no objection to the use of the access. This is because the proposal will not intensify the use of the access with the existing building generating trips in its own right. Therefore, the LHA have no further comments to make.

Internal Layout

The LHA have reviewed the supporting documents and understands that a parking plan has not been submitted showing that the site can provide 3 car parking spaces for the proposed 4 bed dwelling.

However, the LHA are aware that there is ample space on site for the minimum parking requirements to be met and so the LHA will condition a parking plan is submitted prior to occupation.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. The development hereby permitted shall not be occupied until such time as a parking plan for the site has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority.



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 (2021).

3. Prior to the first occupation the dwelling shall have an electric vehicle charging point. 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 currently.

REASON: In the interests of supporting sustainable travel.

Yours faithfully

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

