

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0100
Our ref: D3.2023.0100
Date: 13th September 2023

FAO Will Hopcroft

Dear Sir/Madam

Application no: **3/2023/0100**

Address: **Land west of Preston Road Longridge PR3 3BE**

Proposal: **Residential development of 91 units (plots 150-222 and 251-268) together with access roads, 200sqm community hall and associated parking, landscaping, footpaths, public open space and children's play area (amendment to previously approved reserved matters scheme 3/2021/0470 involving re-plan of site and net gain of 12 residential units).**

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 a re-consultation which is amending the internal layout of reserved matters application 3/2021/0470 to add an additional 12 dwellings to the site. Along with access roads, associated parking, landscaping, footpaths, public open space and a children's play area at the land west of Preston Road, Longridge.

The LHA previously responded to the application on 17th April 2023 requesting further information regarding the internal carriageway width. Since then, the Agent has provided



the LHA with drawing number PL01 Rev F titled "Planning Layout- Replan (Plots 150-222 inc and 251-268 inc)." This new drawing will be reviewed below.

It is also worth noting that the LHA are aware of the most relevant planning history at the site with it being listed below:

3/2018/0105- Application for approval of reserved matters following outline planning permission 3/2016/0974 for the erection of 256 dwellings, a local neighbourhood centre, access arrangements and associated landscaping/wildlife infrastructure. Permitted 25/05/2018.

3/2016/0974- Residential development including the erection of 275 dwellings, a local neighbourhood centre, access arrangements and associated landscaping/wildlife infrastructure. Permitted 18/09/2017.

There have also been numerous discharge of condition applications, associated with the conditions attached to the decision notices for the outline and reserved matters applications.

It is worth noting before reviewing the application, that the site following the proposal is aiming to provide 268 dwellings. This is 12 more than the permitted reserved matters application which was for 256 dwellings but is less than the outline application which was permitted for 275 dwellings.

It is also noting since the residential development was permitted by the Local Planning Authority (LPA) that Phase 1 and Phase 2 of the construction phase has been completed, meaning that over 124 dwellings have been erected along with the associated infrastructure. This application relates to Phase 3 of the development site which includes the land located to the northeast of the site where the compound area for the construction site is located and the land located to the northwest of the site which is currently grassland.

Site Access

The LHA are aware that the site will be accessed off Preston Road which is a B classified road subject to a 30mph speed limit.

The site access has already been approved under outline application 3/2016/0974 to serve 275 dwellings and has been fully constructed. Therefore, given that the access has already been approved to serve 275 dwellings which is more than the 268 dwellings this application is proposing, the LHA will not need to re-evaluate the site access following this proposal and so the LHA have no comments to make regarding the site access.

Trip Generation

The LHA welcome the Transport Consultant in the Transport Statement, providing a TRICS assessment for the proposal. However, given that the site has extant permission for 275 dwellings, following outline application 3/2016/0974 which is still more than what the developer is now proposing, with the site aiming to provide 268 dwellings following this application, the LHA have no comments to make regarding the impact the development would have on highway capacity.



Internal Layout

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

The LHA have studied drawing number PL01 Rev F titled "Planning Layout- Replan (Plots 150-222 inc and 251-268 inc)", which details the site layout and are aware that the Phase 3 is acceptable and is consistent with the rest of the site which is currently being built and already subject to a Section 38 agreement.

In any case, the LHA will review the internal layout below:

Internal Carriageway

The LHA have drawing number PL01 Rev F titled "Planning Layout- Replan (Plots 150-222 inc and 251-268 inc)" and are aware that the main spine road throughout the site will be 5.5m wide. However, the width of the carriageway will reduce to 4.8m when the spine road connects to a junction which serves a cul-de-sac, for example the carriageway reduces to 4.8m when serving Plots 158-166.

While this does not comply with the LHAs guidance which requires the adopted internal carriageway to be a minimum of 5.5m throughout the site, the LHA in this case will accept the reduction in carriageway width to 4.8m when it serves a cul-de-sac which has a turning area. This is because during the permitted reserved matters application 3/2018/0105, the LHA accepted this feature as shown on MPSL drawing number 01 Rev C titled "Planning Layout". Therefore, it would be unreasonable to request that the internal carriageway is 5.5m wide throughout for Phase 3, while Phase 1 and 2 which has already been built, remains 5.5m wide for the spine road but the carriageway is able to reduce to 4.8m wide when serving a cul-de-sac. Therefore, the LHA have no concerns regarding the carriageway width.

It is worth noting that the LHA are aware that the internal carriageway provides 2m wide footways either side, throughout the site.

Turning Areas

While the internal layout, as shown on drawing number PL01 Rev F titled "Planning Layout- Replan (Plots 150-222 inc and 251-268 inc)" has slightly been altered following the revised drawing, the LHA are aware that the turning areas are the same as what has previously been assessed in the previous highway consultation. Therefore, while the wheels of the refuse vehicle when undertaking a manoeuvre at each individual turning area are extremely close to the footway, as shown on Eddisons drawing number 3952-SP01 titled "Refuse Vehicle Swept Path Analysis," the LHA are aware that these areas have been approved under reserved matters application, 3/2018/0105. As a result, the LHA have no further comments to make.



Private Access Tracks

The LHA are aware that Plots 150-151; 160-161; 162-164; 172-173; 199;200 and 256-258, will all be accessed from private, access tracks. The LHA have no objection to this but will request that a Private Management Company is established to maintain the areas which aren't going to be adopted.

Boundary Treatments

The LHA have reviewed FDA Landscaping drawing number R/2012/19 titled "Landscape Masterplan" and remind the developer that anything located within each individual Plots driveways visibility splays should be no higher than 1m. This is to ensure that nothing obstructs vehicular visibility which could hamper highway safety.

Currently, the LHA are aware by reviewing the above drawing that a fence is provided which measures 1.8m high and separates each Plots driveway. Therefore, this boundary treatment needs to be revised to comply with the LHAs guidance and this a boundary treatment plan will be conditioned below.

Parking

The LHA are aware that the parking arrangements comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, given the number of bedrooms each dwelling will occupy.

The LHA do note that the location of some the Plots parking areas are located a significant distance away from the Plots front door which could encourage on-street parking. However, the parking areas for the majority of the Plots have already been approved following reserved matters application 3/2018/0105. Therefore, the LHA have no further comments to make.

The LHA have further reviewed drawing number PL01 Rev F and are aware that each plot will have access to an electric vehicle charging point and cycle storage will be provided in each individual Plots garage or in an adjacent storage facility such as a shed. The LHA welcome the introduction of these and will condition these below.

Internal Footpaths

The LHA have reviewed drawing number PL01 Rev F and are aware that the site will provide an off-road pedestrian link from Pond 6 to Pond 7, which connects the area to the surrounding site and provides internal off-road links to the already approved 3.5m cycleway which is located at the northern boundary of the site.

The LHA welcome these links but will request that the route is paved, drained and lit to an adoptable standard.



Sustainable Transport

The LHA are aware that the LHA have already secured contributions of £24,000 under a Section 106 agreement following outline application 3/2016/0974, for the LHA to review the submitted Travel Plan. Therefore, the LHA will not request further contributions.

The sustainability of the site and public transport improvements have already been reviewed and secured following outline application 3/2016/0974. Therefore, the LHA have no further comments to make.

Construction Phase

The LHA are aware that the Construction Management Plan for the site has already been approved under discharge of condition application 3/2018/0367. However, following the submission of this application the LHA will condition that another plan is submitted. This is because the LHA require information regarding where operatives will park and where materials will be stored following the construction of Phase 3 of the development. Therefore, this information should be provided via a discharge of condition application at a later date.

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. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

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

3. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter,



be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

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

4. No development shall take place until details of a landscaping scheme for the site have been submitted to, and approved in writing by, the local planning authority in consultation with the highway authority.

REASON: To ensure adequate inter-visibility between highway users at the street junction or at each Plots parking areas, in the interests of highway safety.

5. No development shall take place until details of a boundary treatment scheme for the site have been submitted to, and approved in writing by, the local planning authority in consultation with the highway authority.

REASON: To ensure adequate inter-visibility between highway users at the street junction or at each Plots parking areas, in the interests of highway safety.

6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with drawing number PL01 Rev F. 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 (2021).

7. No building or use hereby permitted shall be occupied or the use commenced until the electric vehicle charging points shown on drawing number PL01 Rev F has been completed. The area shall thereafter be kept free of obstruction and available for the parking of vehicles at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

8. No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

Informative

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 38), with Lancashire County Council as Highway Authority prior



to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours faithfully

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

