

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2023/0540  
Our ref: D3.2023.0540  
Date: 14<sup>th</sup> August 2023

FAO Will Hopcroft

Dear Sir/Madam

Application no: **3/2023/0540**

Address: **Land off Chapel Hill (Hall Barn Drive) Longridge PR3 2YB**

Proposal: **Full planning permission for access, landscaping and the erection of 52 new build residential properties, the conversion of the former barn to one dwelling unit and refurbishment of existing residential unit (53 Chapel Hill). Pursuant to variation of condition 2 (approved plans) on planning permission 3/2015/0575 (a variation of 3/2014/0794 3/2011/1071) and involving removal of pond, realignment of estate road and footpath and alterations to parking.**

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

### **Summary**

#### **Objection**

Objection to Variation of Condition 2.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of a variation of condition application to vary condition 2 (plans) of planning permission 3/2015/0575 (a variation of 3/2014/0794 3/2011/1071). The approved application was to erect 52 dwellings, convert a former barn into one dwelling and refurbish an existing retail unit at the land off Chapel Hill, Longridge.

#### **Condition 2**

*" This permission shall be implemented in accordance with the proposal as detailed on drawings:*



<i>HT-P-01 Rev A</i>	<i>Proposed plans and elevations Plot 1</i>
<i>HT-P-02 Rev A</i>	<i>Proposed plans and elevations Plot 2</i>
<i>HT-P-03 Rev A</i>	<i>Proposed plans and elevations Plot 3</i>
<i>HT-P-04 Rev A</i>	<i>Proposed elevations Plots 4 &amp; 5</i>
<i>HT-P-05 Rev A</i>	<i>Proposed plans Plots 4 &amp; 5</i>
<i>HT-P-06 Rev A</i>	<i>Proposed plans and elevations Plot 6</i>
<i>HT-P-07 Rev A</i>	<i>Proposed elevations Plots 7 &amp; 8</i>
<i>HT-P-08 Rev A</i>	<i>Proposed plans Plots 7 &amp; 8</i>
<i>HT-P-09 Rev A</i>	<i>Proposed elevations Plots 9 &amp; 10</i>
<i>HT-P-10 Rev A</i>	<i>Proposed plans Plots 9 &amp; 10</i>
<i>HT-P-11 Rev A</i>	<i>Proposed elevations Plots 11 &amp; 12</i>
<i>HT-P-12 Rev A</i>	<i>Proposed plans Plot 11 &amp; 12</i>
<i>HT-P-13 Rev A</i>	<i>Proposed plans and elevations Plots 13-16</i>
<i>HT-P-17 Rev A</i>	<i>Proposed elevations Plots 17-19</i>
<i>HT-P-18 Rev A</i>	<i>Proposed plans Plots 17-19</i>
<i>HT-P-20 Rev A</i>	<i>Proposed plans and elevations Plots 20 &amp; 21</i>
<i>HT-P-21 Rev A</i>	<i>Proposed plans Plots 20 &amp; 21</i>
<i>HT-P-22 Rev A</i>	<i>Proposed plans and elevations Plots 22 &amp; 23</i>
<i>HT-P-23 Rev A</i>	<i>Proposed plans Plots 22 &amp; 23</i>
<i>HT-P-24 Rev A</i>	<i>Proposed plans and elevations Plot 24</i>
<i>HT-P-25 Rev A</i>	<i>Proposed elevations Plots 25-26</i>
<i>HT-P-26 Rev A</i>	<i>Proposed plans Plots 25-26</i>
<i>HT-P-27 Rev A</i>	<i>Proposed elevations Plots 27-30</i>
<i>HT-P-28 Rev A</i>	<i>Proposed plans Plots 27-30</i>
<i>HT-P-31 Rev A</i>	<i>Proposed elevations Plots 31-34</i>
<i>HT-P-32 Rev A</i>	<i>Proposed plans Plots 31-34</i>
<i>HT-P-35 Rev A</i>	<i>Proposed elevations Plots 35-37</i>
<i>HT-P-36 Rev A</i>	<i>Proposed plans Plots 35-37</i>
<i>HT-P-38 Rev A</i>	<i>Proposed elevations Plots 38-41</i>
<i>HT-P-39 Rev A</i>	<i>Proposed plans Plots 38-41</i>
<i>HT-P-42 Rev A</i>	<i>Proposed elevations Plots 42-46</i>
<i>HT-P-43 Rev A</i>	<i>Proposed plans Plots 42-46</i>
<i>HT-P-47 Rev A</i>	<i>Proposed plans and elevations Plot 47</i>
<i>HT-P-48-01 RevA</i>	<i>Proposed elevations Plot 48</i>
<i>HT-P-48-02 RevA</i>	<i>Proposed plans Plot 48</i>
<i>HT-P-49-01 RevA</i>	<i>Proposed elevations Plot 49</i>
<i>HT-P-49-02 Rev A</i>	<i>Proposed plans Plot 49</i>
<i>HT-P-50 Rev A</i>	<i>Proposed plans and elevations Plot 50</i>
<i>HT-P-51 Rev A</i>	<i>Proposed elevations Plots 51-53</i>
<i>HT-P-52 Rev A</i>	<i>Proposed plans Plot 51-53</i>
<i>HT-P-54 Rev A</i>	<i>Proposed plans and elevations Plot 54</i>
<i>HT-G01 Rev A</i>	<i>Proposed plans and elevations Two bay garage</i>
<i>HT-G02 Rev A</i>	<i>Proposed plans and elevations Three bay garage</i>
<i>0001</i>	<i>Site Plan</i>
<i>0008 RevC</i>	<i>Amended 2 July 2012 Site layout plan as proposed</i>
<i>0009</i>	<i>Floor levels as proposed</i>
<i>0010</i>	<i>Site sections</i>
<i>0011</i>	<i>Street Scenes</i>



0016            *Details of alterations to existing walls,& demolition of existing outbuildings within Conservation Area*  
 1031            *Site Layout Plan as Proposed Affordable Units*  
 D3100.001B *Landscape Strategy Plan*  
 D3100.002A *Planting Plan*

*REASON: For the avoidance of doubt to clarify which plans are relevant."*

### **Highway Comments:**

The LHA have reviewed the D2 drawing number CN-00-001 Rev J titled "Master Site Plan" and are aware that the Developer is aiming to remove an internal pedestrian link which connects to Chapel Brow, remove the proposed attenuation basin, alter the approved parking arrangements for the dwellings and realign the estate road.

The LHA have reviewed the drawing and object to the variation condition. This is because firstly, due to the estate road being re-aligned, the LHA require a swept path of a refuse vehicle using the estate road and provided turning areas to see whether they are safe and suitable and allow the refuse vehicle to exit the site in a forward gear.

Secondly, the LHA require the internal pedestrian link to Chapel Brow to still be provided, alike the submitted drawing D2 drawing number CN-00-001 Rev G titled "Master Site Plan," which is shown on the Local Planning Authorities planning portal. The LHA still require the internal pedestrian link to be provided because it connects to Bridleway BW0302058, part of the Public Right of Way network, and will be used for leisure activities by the occupants of the site. Therefore, it is seen as an important asset for the development.

Thirdly, the LHA are aware that the parking arrangements for the dwellings have been altered in response to the changes to the estate road. The LHA have no concerns regarding the quantity of car parking spaces available and the location of the spaces are similar to what have already been approved, via spaces being provided in integral garages or via undercrofts. The LHA do raise a concern, however, regarding one of Plot 50s car parking spaces. This is because one of the Plots spaces is located adjacent to Plot 52 and its garage. The LHA are concerned that the occupants of Plot 52, may believe that the space adjacent to their garage is theirs. Therefore, to prevent any disputes between the occupants of Plot 50 and 52, regarding the car parking space, the LHA advise that the space for Plot 50 is relocated closer to the Plot.

Yours faithfully

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

