

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2023/0569  
Our ref: D3.2023.0569  
Date: 14<sup>th</sup> August 2023

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2023/0569**

Address: **Parsonage Farm Church Street Ribchester PR3 3YE**

Proposal: **Conversion of agricultural barn to two dwellings and conversion of agricultural outbuilding to annexe accommodation, construction of two double garages, creation of garden areas and landscaping. Relocation of agricultural track.**

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 agricultural buildings into 2 dwellings and an annexe at Parsonage Farm, Church Street, Ribchester.

#### **Site Access**

The LHA are aware that the site will continue to utilise a private, unadopted access track located off Church Street, an unclassified road subject to a 30mph speed limit.



The access track currently serves Bridleway 3-35-BW37a, number of dwellings, the public car park, children's play area and playing fields.

From the access serving Lower Alston Farm, the access track then serves three dwellings and the site.

The LHA have reviewed PGB drawing number 001 Rev A titled "Location Plan" and are aware that the Applicant is proposing to erect two passing places along the track, with the dimensions of the passing places being 6m long by 2m wide.

The LHA welcome the introduction of these passing places and have no objection to the proposal. This is because the proposal will take some large, slow moving agricultural vehicles away from the access track and the site will generate similar levels of trips than the proposed, should the farm still be operating. Therefore, the LHA have no objection.

However, the LHA would advise that another passing place is implemented adjacent to the bridge to ensure that two-way movements can occur.

### **Internal Layout**

The LHA have reviewed PGB drawing number 013 Rev B titled "Proposed Block Plan" and are aware that the parking arrangements for the two dwellings comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA will condition that a minimum of one car parking space for each dwelling provides access to an electric vehicle charging point and cycle storage provision is provided.

The LHA will also condition that the annexe remains in the ownership of Unit 2 to ensure its not sub-let or sold without prior consent.

The LHA have further reviewed PGB drawing number 013 Rev B and are aware that one of the tracks will be altered as part of the proposal. Given that the track does not serve a Public Footpath and is a significant distance away from the adopted highway, the LHA have no comments to make.

Furthermore, the LHA have reviewed the drainage strategy and are aware that the Applicant is proposing to connect to the watercourse. The LHA advise the Applicant that they require consent from the Lead Local Flood Authority. Therefore, they need to consider the informative below prior to any works commencing.

### **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 part of the development hereby permitted shall be occupied until such time as the access arrangements shown on PGB drawing number 001 Rev A have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance PGB drawing number 013 Rev B. 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).

4. Prior to the first occupation each 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.

5. Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within each garage.

REASON: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

### **Informatives**

For drainage strategies which are connecting to a watercourse, the Applicant needs to be aware that under the Land Drainage Act 1991 consent is required from the Lead Local Flood Authority for work within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Consent must be obtained before works are started on site as it cannot be issued retrospectively. Developers should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. Information on the application process and relevant forms can be found here:

<https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse>

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](mailto:PROW@lancashire.gov.uk),



quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Yours faithfully

Ryan Derbyshire  
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Highway Development Control  
Highways and Transport  
Lancashire County Council

