

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2024/0096  
Our ref: D3.2024.0096  
Date: 22<sup>nd</sup> March 2024

FAO Lucy Walker

Dear Sir/Madam

Application no: **3/2024/0096**

Address: **Longridge High School Preston Road Longridge PR3 3AR**

Proposal: **Proposed replacement boundary fencing using 2.0m/2.4m high welded mesh fencing. Creation of new vehicular access from Little Lane, two pedestrian gates from Preston Road (non-automated), one automated vehicle and pedestrian gate from Preston Road and one automated pedestrian gate from existing barrier car park area.**

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

### **Summary**

#### **Further Information**

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

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

#### **Introduction**

The Local Highway Authority (LHA) have been consulted on an application for the proposed replacement fencing around the perimeter of the school, creation of a new vehicular access from Little Lane, two pedestrian gates from Preston Road (non-automated), one automated vehicle and pedestrian gate from Preston Road and one automated pedestrian gate from existing barrier car park area at Longridge High School, Preston Road, Longridge.



## **Site Access**

The site will continue to utilise two existing vehicular accesses which are located off Preston Road, a B classified road subject to a 30mph speed limit. The LHA have reviewed Lea Hough drawing number BS-23-277-02 Rev A titled "Site Plan with Proposed Fencing" and have no objection to the proposed replacement boundary fencing around the perimeter of the school. The LHA also have no objection to the replacement or provision of gates to the pedestrian or vehicular accesses which front Preston Road.

However, the LHA do require further information regarding the new vehicular access which will be located off Little Lane, an unclassified road subject to a 20mph speed limit. The site is proposing to provide a 4m wide vehicular access which will be implemented following a dropped kerb application. The new access will only be utilised for ground maintenance with it providing access to the adjacent school field and for emergency vehicles only.

The LHA require further information firstly regarding whether a new access track will be created internally to connect the access fully to the school. Currently, the access track is 5m wide for a total distance of 38m behind the highway boundary, where it appears to eventually reduce in width to 2m and then 1m. Given the use of the access for emergency vehicles, the LHA would expect that the access track reaches the school.

Should there be no vehicular access link to the school enabling vehicles to exit the area via Preston Road, the LHA will require an internal turning area to be provided to allow emergency and maintenance vehicles to exit the access in a forward gear. The LHA will require the Agent to provide a swept path drawing showing that the turning area is suitable for a fire tender or for the largest maintenance vehicle. This drawing needs to be submitted to the LHA for further consideration, with the LHA unable to accept any reversing out onto Little Lane for highway safety reasons.

Furthermore, the LHA require further information regarding the size and the frequency in which maintenance vehicles will use the access along Little Lane. Should the access be used quite frequently, which will be assessed following an Operation Statement being submitted, the LHA will require the gated access to be setback as a minimum the maximum length of the largest maintenance vehicle from the adopted highway. This is to ensure that vehicles will not obstruct the operation of the carriageway when the gates are being operated.

The LHA are also aware that the new site access along Little Lane, as shown on Lea Hough drawing number BS-23-277-02 Rev A, will conflict with a BT service chamber located on the footway and potentially the internal access track to the school field may be obstructed by a telegraph pole. Before the LHA can comment whether the access will be allowed a dropped crossing in this location, the LHA require the Applicant to contact BT to discuss the proposal and to see whether the service chamber can be relocated elsewhere. These discussions and agreements with BT need to be evidenced and submitted to support the creation of a new access in this location.

To prevent needing to contact BT and potentially paying for any costs associated with the relocation of the service chamber or the telegraph pole, the LHA advise that the new access is provided off Pendle Court. This can be provided by connecting the access to



the carriageway where it currently terminates and then the access can be used to connect to the adjacent school field. Should this approach be taken, the LHA will still require an internal turning area to be provided along the access track and further information will still be required in the guise of an Operation Statement.

## **Conclusion**

The LHA have no objection to the proposed replacement boundary fencing around the perimeter of the school or the replacement or provision of gates to the pedestrian or vehicular accesses along Preston Road. However, the LHA do require further information regarding the new access which will be created off Little Lane.

The LHA require the Applicant to have discussions with BT regarding whether the service chamber on the footway adjacent to the proposed access and the telegraph pole located adjacent to the school field can be relocated.

To prevent these discussions being had and potentially BT not being able to relocate these services elsewhere which will prevent the access from being created, the LHA advise that the new access is created off Pendle Court. The access can connect to Pendle Court where it currently terminates and will then serve the adjacent field, as proposed.

Should this option be taken, the LHA will require the following information to be submitted:

- Revised site location plan showing this area within the red line boundary of the site.
- Revised site plan.
- Operation Statement regarding the size and the frequency of maintenance vehicles utilising the access.
- Information regarding whether an access track will be created which connects to the school and the provision of an internal turning area to ensure that all vehicles can exit the access in a forward gear.
- Swept path drawing showing that the internal turning area is suitable for the largest vehicle that will use the access. This will be either a fire tender or the largest maintenance vehicle that maintains the grounds associated with the school.

Yours faithfully

Ryan Derbyshire  
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Highway Development Control  
Highways and Transport  
Lancashire County Council

