

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2024/0184  
Our ref: D3.2024.0184  
Date: 18<sup>th</sup> April 2024

App. no: **3/2024/0184**

Address: **Hillside Moor Lane Wiswell BB7 9DG**

Proposal: **Replacement dwelling and relocation of vehicle access.**

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**

This is a resubmission of the previously approved application reference 3/23/0223 for Replacement dwelling and relocation of vehicle access. The application has highway related conditions 10 (Construction traffic management), 12 (scheme of site access), 13 (site access), 14 (reinstatement for old access), 15 (visibility splays), 16 (landscaping at splays), 17 (driveway), 18 (parking) and 19 (EV charging).

#### **Site Access**

The LHA are aware that the existing dwelling is located off Moor Lane, which is an unclassified road subject to a 30mph speed limit.

Moor Lane is a single-track road, with no footways or streetlights and provides formal and informal passing places along the adopted highway to allow two-way movements to occur. The closest passing place to the site, is located opposite the Bonnie House

#### **Lancashire County Council**

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



residential properties.

The proposed site access location and visibility splays are the same as previously approved.

The LHA will condition that a maintenance plan for the vegetation located in the visibility splays is provided to ensure that no vegetation grows higher than 0.6m, as expressed on the drawing.

The clearing of the vegetation and the creation of the access will be subject to a Section 278 agreement.

### **Internal Layout**

The proposed layout is the same as previously approved and provides 3 car parking spaces for the 4-bed dwelling which complies 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 has access to an electric vehicle charging point.

### **Construction Phase**

Should the application be permitted by the Local Planning Authority (LPA), the LHA require the Applicant to contact the Lead Local Flood Authority with construction works likely to occur within 5m of a watercourse. Please see the informative below for more information.

### **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 approved shall commence until a scheme for the construction of the site access and the off-site works (clearing of the vegetation located within the sites visibility splays) of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

**Reason:** In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.



3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on 'Landscaping strategy – Visibility splays HLS-RALA-ZZ-XX-DR-A-(SK)-1000-Rev P00' 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).

4. No building or use hereby permitted shall be occupied or use commenced until the verge has been reinstated, where any vehicle crossovers are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

REASON: To maintain the proper construction of the highway and in the interest of pedestrian safety.

5. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2 metres by 17 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

6. No development shall take place until details of a landscaping and maintenance scheme of the land within the approved visibility splays 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 site access, in the interests of highway safety.

7. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

8. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with approved drawing. 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).

9. 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.

10. The surface water from the approved driveway should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

### **Informatics**

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), 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](mailto: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.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

For development proposals where road construction will take place over a watercourse the applicant need 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. For those private streets that are intended to be offered for highway adoption it should be noted that the Highway Authority will not adopt streets that have been subject to unconsented water course works. 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>

Yours faithfully

Kelly Holt  
Highway Development Control



Highways and Transport  
Lancashire County Council