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Your ref: 3/2024/0348  
Our ref: D3/2024/0348  
Date: 2 August 2024

**For the attention of Stephen Kilmartin**

**Planning Application No: 3/2024/0348**

**Grid Ref:** 360044 435429

**Proposal:** Proposed detached self-build dwelling to the rear of the existing dwelling, including formation of a new access road and alterations to existing access and parking.

**Location:** The Pippins, 248 Preston Road, Longridge PR3 3BD

Having reviewed the documents submitted, 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 amended plans being submitted satisfactorily, the following comments being noted and conditions being applied to any formal planning approval granted.

**Site planning history**

3/2016/0195 - Application for outline planning permission for one detached, two storey, five bed dwelling with integral garage. New detached garage to front of existing property. Refused. Appeal dismissed.

**Proposal**

The proposal is for the construction of one single storey three bed dwelling in the rear garden of No 248 with associated on-site parking, the formation of a new internal access road and alterations to the existing access points and the parking arrangements for No 248.

**Site access**

The site is proposed to be accessed via an existing vehicular access onto Preston Road currently used as a second access to No 248. The internal circulation will be physically closed off so that each dwelling has its own point of access and egress.

**Visibility splays**

Preston Road (B6243) is subject to a maximum speed limit of 40mph along the site frontage, which would require visibility splays of 120m. The Proposed Site Plan submitted (Drawing 003 Rev A) shows visibility splay measurements of 65m from both access points in both directions, which are significantly shorter.

**Lancashire County Council**

PO Box 100, County Hall, Preston, PR1 0LD



However, the highway authority is aware of data from a recent automated traffic survey carried out in April 2024 for an application at Alston Dairy (ref 3/2024/0020). The observed 85<sup>th</sup>ile speeds were recorded at 37.2mph Northbound and 39.1mph Southbound which would require splays of 56m to the South and 61m to the North. Given the proximity of both sites the highway authority would accept the proposed visibility splay measurements of 65m as both 85<sup>th</sup>ile speeds were below the maximum speed limit outside the site.

The applicant also proposes to remove the existing 1.5m high timber boundary fence along the Western boundary to improve visibility at the access. All vegetation on both sides of the access should also be cleared back to the boundary line to further improve visibility.

### **Internal layout**

The internal layout proposes a separate access road from Preston Road with a section of new footway approximately 27m long. However, this footway should be removed from the scheme to increase the width of the access road to be used jointly by vehicles and pedestrians. The increase in width would allow two vehicles to pass without one having to reverse to or from the highway, which would be a highway safety concern, or have to reverse an excessive distance internally.

The new access road is proposed to be re-surfaced in tarmac. Tie-in details to the back of the footway including a flush kerb line will be required to delineate the extent of the public highway network and to protect its structural integrity. This can be controlled by condition.

### **Car parking – No 248**

The existing off-road parking layout is proposed to be amended. The highway authority considers that the parking and manoeuvring layout shown on the Proposed Site Plan (Drawing 003 Rev A) is acceptable and will allow vehicles to enter and leave the site in forward gear. This layout should be provided prior to the erection of the proposed internal 1.8m high timber fence being erected to ensure that adequate parking and manoeuvring is provided.

### **Car & cycle parking – new dwelling**

Two car parking spaces are proposed, which the highway authority considers is an adequate level of parking for the type and scale of development proposed. The manoeuvring area should also allow vehicles to enter and leave in forward gear.

As there is no garage secure, covered storage for two cycles should be provided within the site to support sustainable travel.

An electric vehicle charging point should also be provided. This shall be fitted in line with the Dept for Transport's guidance regarding Electric Vehicle Charging in Residential and Non-residential Buildings, which states that charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

### **Refuse bins**

The highway authority recommends that a bin storage area is provided within the site entrance to allow bins to be stored off the highway on collection days and so that bins are not stored within the access itself, where they could cause an obstruction.

### **Construction phase**

A Construction Method Statement including site plan should be submitted due to the site's location adjacent to other residential properties and the junction with Alston Lane.

Amended plans should be submitted with the proposed 1.2m wide footway removed and a bin storage area within the site shown.

Subject to the satisfactory receipt of amended plans the following conditions should be applied to any formal planning approval granted.

### **Conditions**

1. No development shall take place, including any works of site clearance, until a Construction Method Statement with plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
  - i) The parking of vehicles of site operatives and visitors
  - ii) The loading and unloading of plant and materials
  - iii) The storage of plant and materials used in constructing the development
  - iv) Wheel washing facilities
  - v) Measures to control the emission of dust and dirt during construction
  - vi) A scheme for recycling/disposing of waste resulting from site clearance and construction works
  - vii) Details of working hours
  - viii) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

2. Prior to first occupation of the approved development visibility splays measuring 2.4m back from the nearside carriageway edge on Preston Road and extending 65m in both directions on the nearside carriageway edge shall be provided at the site access and access to 248 Preston Road as shown on the approved plans. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9m above the nearside carriageway level which would obstruct the visibility splays. The visibility splays shall be maintained free from obstruction at all times thereafter for the lifetime of the development. Reason: In the interest of highway safety to ensure adequate inter-visibility between highway users at the site access.
3. Prior to first occupation of the approved dwelling the parking and manoeuvring areas shown on the approved plans shall be constructed, laid out and surfaced in bound porous materials and thereafter always remain available for the parking of vehicles associated with the dwelling and shall be kept free from obstructions in perpetuity. Reason: In the interest of highway safety to ensure that satisfactory levels of parking and manoeuvring are provided within the site.



4. Prior to first occupation of the approved dwelling the proposed access road shall be surfaced in a bound porous material for a minimum distance of 5m from the rear edge of the footway on Preston Road and shall be properly tied into the publicly maintained highway network. Reason: In the interest of highway safety to prevent loose surface material from being carried onto the public highway and to maintain the structural integrity of the public highway network.
5. Prior to first occupation of the approved dwelling the proposed access road shall be constructed to a minimum width of 5m and this width shall be maintained for a minimum distance of 32m measured back from the back edge of the footway on Preston Road into the site. Reason: In the interest of highway safety to enable vehicles to enter and leave the site without causing a hazard to other road users.
6. Prior to first occupation of the approved dwelling secure, covered cycle storage for at least two cycles shall be provided in accordance with a scheme to be approved by the Local Planning Authority and permanently maintained thereafter. Reason: To ensure that the development supports sustainable forms of transport.
7. Prior to first occupation of the approved dwelling an electric vehicle charging point shall be provided in accordance with a scheme to be approved by the Local Planning Authority. Charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently available. Reason: To ensure that the development supports sustainable forms of transport.
8. Prior to first occupation of the approved development the car parking and manoeuvring areas for 248 Preston Road shall be laid out in accordance with the approved plans and thereafter always remain available for the parking of vehicles associated with the dwelling and shall be kept free from obstructions in perpetuity. Reason: In the interest of highway safety to ensure that satisfactory levels of parking and manoeuvring are provided within the site.

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Highways and Transport  
Lancashire County Council

