

Ribble Valley Borough Council
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Your ref: 3/2024/0464
Our ref: D3/2024/0464
Date: 20 September 2024

For the attention of Kathryn Hughes

Planning Application No: 3/2024/0464

Grid Ref: 376325 434949

Proposal: Proposed two-storey detached dwelling with integral garage, parking and landscaping. To include widening of existing vehicular access to the existing electricity substation to provide access to the new dwelling.

Location: Land opposite Rake Bottom, George Lane, Read BB12 7RD

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority does not raise an objection in principle regarding the proposed development. However this is dependent on adequate visibility splays being provided at the amended site access as outlined later in this response. If these cannot be achieved then the highway authority would raise an objection on highway safety grounds due to sub-standard visibility splays.

The following are initial comments only as further information is required.

Site planning history

3/2019/1010 - Application for outline consent for one dwelling including access, landscaping and scale with appearance and layout reserved. Refused.

Two other applications have been submitted regarding works to trees on site – refs 3/2022/0591 (Refused) and 3/2021/0730 (Approved with Conditions).

Proposal

The proposal is for the erection of a detached four bed dwelling with integral garage, associated off-road parking, landscaping and widening of the existing vehicle access onto Whins Lane.

Site access

The existing access onto Whins Lane which currently serves the electricity sub-station is proposed to be widened to provide joint vehicular access to the sub-station and new dwelling.

The amended access must be adequately constructed including tie-in details to the carriageway edge on Whins Lane which must be to the highway authority's specification.

In addition, the access must be surfaced in a bound porous material for a minimum distance of 5m into the site. A means of collecting surface water from the access and draining to an

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internal outfall will also need to be provided. Note that no connection will be permitted to the highways drainage system.

The location of the telegraph pole outside the existing access has not been shown on any plans. If the construction of the amended access requires its re-location this will be at the developer's expense. The telegraph pole should also be shown on the visibility splays plan and should not obstruct nor encroach into the visibility splay to the right when exiting.

Visibility splays

Whins Lane outside the site is subject to a maximum speed limit of 30mph. A minimum Stopping Sight Distance of 43m in both directions would be required for a road with this speed.

The various plans submitted refer to 60m visibility splays but the splay lines and measurements are not shown. An appropriately scaled plan showing visibility splays measured 2.4m back along the centre line of the amended access and 43m in both directions offset 1m from the carriageway edge must be submitted. Nothing over 0.9m above the carriageway level should be within the visibility splays. In addition, visibility splays should be over land within the applicant's ownership and/or the public highway network and no part should be over third party land.

Car & cycle parking

The development proposes an integral garage. However, a ground floor layout plan has not been submitted or it is unavailable to view on the planning authority's website. Without this the highway authority is unable to assess whether it is adequately sized internally to count as a parking space. A ground floor plan should be submitted.

Three adequately sized car parking spaces should be provided for a four bed dwelling. The hardstanding area should provide two further car parking spaces if the integral garage is adequately sized internally to provide one – minimum internal dimensions of 6 x 3m are required. Otherwise three parking spaces on the hardstanding areas would need to be provided. The internal site layout should also allow vehicles to enter and leave the site in forward gear. A parking layout and manoeuvring plan should be submitted.

Construction phase

Given that this is a previously undeveloped site and its proximity to the junction with George Lane a construction method statement, including site plan, would need to be submitted demonstrating that the development would not have a detrimental impact on the surrounding highway network and residents. This can be controlled by condition if planning permission is granted.

Conclusion

Following the receipt of the proposed ground floor layout plan, parking and manoeuvring layout plan and visibility splays plan the highway authority will provide further comments, which may include highway-related conditions and informative notes. This is dependent on demonstrating that adequate visibility splays can be achieved and adequate on-site parking and manoeuvring can be provided.

Janet Simpson
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Highways and Transport
Lancashire County Council

