

Ribble Valley Borough Council
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Your ref: 3/2024/0745
Our ref: 3/2024/0745/HDC/KW
Date: 23 October 2024

Location: Avenue Farm Avenue Road Hurst Green BB7 9QB
Proposal: Proposed demolition of existing dwelling, erection of replacement two-storey, four bedroom self-build dwelling with detached double garage and associated site works.
Grid Ref: 368275 438410

Dear Ben Taylor

With regard to your consultation letter dated 2 October 2024, I have the following comments to make based on all the information provided by the applicant to date.

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 demolition of existing dwelling, erection of replacement two-storey, four bedroom self-build dwelling with detached double garage and associated site works at Avenue Farm, Avenue Road, Hurst Green, BB7 9QB.

The LHA are aware of the recent planning application for the site, application reference 3/2023/0964 for a change of use from a house in multiple occupations for visiting students (sui generis) to a dwelling (C3), which was granted by the Local Planning Authority (LPA) on 15 February 2024.

Site Access

The site will be accessed via an existing access on to Avenue Road which is classified as the C570 with a speed limit of 60 mph fronting the site access.

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The dwelling will retain the existing access and internal track measuring approximately 43m from Avenue Road leading to a gate which leads to the site. The LHA would request however that the access is resurfaced for 5m into the site from the carriageway edge in properly consolidated bound porous materials, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter to prevent debris from being dragged onto the highway.

Internal Layout

The LHA has reviewed drawing number 24-016 PL05 Rev A titled Proposed Site Plan and are aware that the site will be gated after an internal track from the access. The gate is set back an appropriate distance from the adopted highway allowing vehicles to freely turn into the site without the need to wait within the highway.

The LHA has also reviewed the proposed floor plan drawing 24-016 PL06, and the LHA note that the proposed dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The recommended minimum internal dimensions for a double garage size is 6m in length and 6m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). As the garage meets the minimum internal dimension of 6 x 6m it will be counted as a parking space. Due to its size secure cover cycle storage can also be provided within the garage.

Public Right of Way

Please note that there is a Bridleway, BW0303008, close to the application site which must not be obstructed during the proposed developments. The granting of planning permission does not constitute the diversion of a Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Sustainability

The closest bus stops to the site are located over 2000m away from the site on Longridge Road with limited services to Clitheroe and Chipping.

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. Therefore, the development shall include covered secure cycle storage for three bicycle spaces to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states 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.



Conditions

1. The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved plan(s) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.
Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.
2. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Details of the parking of vehicles of site operatives and visitors.
- Details of loading and unloading of plant and materials.
- Arrangements for turning of vehicles within the site.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Wheel washing facilities.
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
- Measures to control the emission of dust and dirt during construction.
- Construction vehicle routing.
- Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.
Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

3. Deliveries to the approved development shall only be accepted between the hours of 9.30am and 2.30pm Monday – Friday, to avoid peak traffic on the surrounding highway network.
Reason: In the interest of highway safety.
4. For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.
Reason: To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.
5. Prior to first occupation, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.



Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

6. The garage hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

Reason: To ensure that adequate parking provision is retained on site.

7. No building or use hereby permitted shall be occupied until the car parking area has been surfaced in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

8. Prior to first occupation cycle storage provisions for the residential unit shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

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

Informative notes:

- This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 171 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority at highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>
- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- All references to public highway include footway, carriageway, and verge.
- 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, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

If you have any questions regarding my comments please do not hesitate to contact me.

Yours sincerely

Kate Walsh

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