

Ribble Valley Borough Council
Planning Section
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Your ref: 03.2024.0808
Our ref: 03.2024.0808
Date: 21.10.2024

For the attention of Ben Taylor

Planning Application No: 3/2024/0766

Grid Ref: 369709 443401

Proposal: Proposed conversion of barn to one new dwelling with associated parking and amenity space.

Location: Old Vicarage Farm Talbot Bridge Road Bashall Eaves BB7 3DB

The plans and highway related documents submitted have been viewed and the following comments are made.

With Ref planning statement submitted 5.2 Highways and Access. The LHA has reviewed proposed site plan and is aware that the site access will remain unaltered following the proposal, no accidents have been recorded within the last 5 years within the vicinity of the access.

Ref Proposed site plan, June 2024 3 parking spaces are proposed for this 4 bed dwelling. This meets parking standards requirement.

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. The LHA ask that such options are conditioned as part of any approval granted.

Therefore, the development shall include covered secure cycle storage for a minimum of 4 bicycle spaces to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, 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.

There is no objection regarding the proposed development as we are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Conditions

1. 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).
- 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.

2. No building or use hereby permitted shall be occupied until the car parking area has been surfaced or paved 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.

3. Off-street parking shall include the provision of an electrical supply suitable for charging an electric motor vehicle.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions

4. 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:

- 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.
- The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

Kind regards

Tahira

Tahira Akhtar BA (Hons)
Technician
Highways and Transport
Lancashire County Council

