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Your ref: 3/2024/1029
Our ref: 3/2024/1029/HDC/KW
Date: 11 March 2025

Location: Bolton Fold Farm Alston Lane Longridge PR3 3BN
Proposal: Proposed construction of two agricultural workers dwellings with access and parking.
Grid Ref: 360137 435333

Dear Maya Cullen

With regard to your consultation letter dated 17 February 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed construction of two agricultural workers dwellings with access and parking at Bolton Fold Farm Alston Lane Longridge PR3 3BN

Site Access

The site will be accessed via a new shared driveway access from an existing private access road which meets the adopted highway at Alston Lane. Alston Lane is an unclassified road with a national speed limit. The private access track also makes up FP0302069.

The direct driveway access to the proposed agricultural dwellings is a proposed shared access measuring a minimum of 5.5m wide which is acceptable to the LHA and will allow for two-way vehicle movements. The existing hedgerow which is to be retained on either side of the shared driveway access should be retained at no more than 0.9m to provide visibility along the private access road.

Following the intensification of the use of the private access road, the LHA would request that the access with Alston Lane be widened to a minimum of 5.5m, extending for 10m back which will allow for two-way movement to take place within the access. The private

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access road should be appropriately paved for a minimum of 5m behind the carriageway edge to prevent loose surface material from being carried on to the public highway

To ensure adequate intervisibility between highway users at the amended access a visibility splay set 2.4 metres back from the near edge of the carriageway and extending 214 metres along the nearside carriageway edge should be provided.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

The applicant should provide accurate details of the required sight line requirement, before determining the application.

There is also a concern regarding the proposed access to the farm track which runs along the side of the boundary to the rear field, given its proximity to the junction of the private access road with Alston Lane as well as the junction of Alston Lane with Preston Road there is a concern that the accesses will conflict with each other and in turn cause highway safety concerns. The LHA are of the opinion that this field access should be closed to reduce the number of accesses within close proximity and that the existing access on the opposite side of the field be used for field access which is located at a farm access further along Alston Road.

Additionally, the width of the agricultural field access is currently shown as 3m on the Proposed Site Plan, drawing PSP 001 REV A. However, to be in accordance with the LHAs guidance, an agricultural access should be 4m wide for a minimum distance of 6m behind the highway boundary. A further 1m should be added to the width when it is bound on both sides. There is also a proposed gate which again does not comply with the LHAs guidance which requires the gate to be setback a minimum distance of 6m to allow agricultural vehicles to not obstruct the highway whilst the gate is being operated. Therefore, currently, the farm track access is substandard.

Internal Layout

The LHA have reviewed the Proposed Site Plan, drawing PSP 001 REV A and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The recommended minimum internal dimensions for a single garage size is 6m in length and 3m 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). The LHA has reviewed the proposed floor plans for both agricultural dwellings, drawing PRO 001 and PRO 002 and note that the garage have been designed to an acceptable internal size to provide parking.

Public Right of Way

Please note that there are Public Rights of Way's FP0302069 through the application site. Following changes to the private access road, diversion of the Public Right of way may be required to enable the safe passage of pedestrians alongside vehicle movements.

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.

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.

Sustainability

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

Therefore, the development shall include covered secure cycle storage shall be provided for one bicycle space per bedroom 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.

Conclusion

In conclusion, the Local Highway Authority (LHA) has thoroughly assessed the Proposed Site Plan, drawing PSP 001 REV A, and has provided detailed feedback to ensure compliance with highway safety and accessibility standards. The recommendations include modifications to the site access, field gate, visibility splays, private access road and Public Right of Way to meet appropriate safety requirements. Concerns regarding intervisibility and proximity of multiple access points have also been raised, with suggestions for mitigation.

Additionally, sustainability measures such as secure cycle storage and electric vehicle charging points are strongly encouraged to support environmentally friendly transport options. Implementing these adjustments will enhance the proposal's safety, practicality, and compliance with current guidance.

Yours sincerely
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