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Your ref: 3/2025/0002
Our ref: 3/2025/0002/HDC/KW
Date: 22 January 2026

Location: Land rear of Sabden Village Hall Wesley Street Sabden BB7 9EH
Proposal: Proposed car park for 12 spaces plus additional disabled parking space.
Grid Ref: 378091 437641

Dear Emily Pickup

With regard to your consultation letter dated 7 January 2025, 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 car park for 12 spaces plus additional disabled parking space at Land rear of Sabden Village Hall, Wesley Street, Sabden.

Site Access

The site will be accessed via a private access track leading from an existing access onto Stubbins Lane, which is an unclassified road subject to a 30mph speed limit. The proposed car park is positioned approximately 62m from the existing 2.5m wide access onto Stubbins Lane, the private access track is single width in nature.

Internal Layout

The LHA have reviewed the Proposed Site Plan and are aware that the proposed car park will provide 12 standard parking bays which are 2.4m wide and 4.8m long. Whilst the LHA would prefer car parking spaces to provide a length of 5m to cater for the increase in modern-sized vehicles, this could be accommodated without impacting the provisions.

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A disabled bay has also been included within the proposed plan. The disabled bay meets the standard size which is 2.4m x 4.8m with 1.2m clearance. There does appear to be a slight error on the plan where the bay is described as having a 0.6m clearance, however, this is not in line with the drawing measurements.

The centre of the car park is clear, providing unobstructed manoeuvring space into and out of the bays as well as turning, allowing vehicles to enter and exit the site in forward gear.

Sustainability

In addition, given the nature of the application, the development would benefit from incorporating at least one electric vehicle (EV) charging point to further encourage sustainable travel choices. In line with Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, charge points must deliver a minimum power output of 7 kW and be equipped with a universal socket capable of charging all types of electric vehicles.

Conditions

1. No use hereby permitted shall commence 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.

2. 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 and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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