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Your ref: 3/2025/0083
Our ref: 3/2025/0083/HDC/KW
Date: 28 May 2025

Location: The Works Talbot House Main Street Gisburn
Proposal: Proposed construction of a self-build, detached house with granny annex and double garage together with conversion of existing live/work unit to form workshop space to be utilised by the occupiers of the dwelling.
Grid Ref: 382899, 448888

Dear Ben Taylor

With regard to your consultation letter dated 12 May 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to condition

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 condition 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 construction of a self-build, detached house with granny annex and double garage together with conversion of existing live/work unit to form workshop space to be utilised by the occupiers of the dwelling at The Works, Talbot House, Main Street, Gisburn.

The LHA are aware of the relevant planning history application 3/2009/0512 for use of building as dwelling and workshop which was approved.

Site Access

The site will be accessed via an existing access on to Main Street which is classified as the A59 with a speed limit of 30 mph fronting the site access. There are no proposed changes to the existing access.

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Internal Layout

The existing dwelling part of the workshop will be removed and a new detached dwelling is proposed alongside the existing storage shed/garage being replaced with a new double garage. Internal works to the workshop will also take place as part of the development.

The LHA have reviewed the site plan, drawing number DRIV/01 Dwg 06 and the location plan, drawing number DRIV/01-Dwg 04 and are aware that the proposed dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The proposed garage also meets the LHA recommended internal measurements for a double garage which is 6m wide and 6m long as such the garage offers acceptable off street parking provisions.

The existing workshop will be retained and following amendments will cater for two small businesses to be run by the applicants with minimal traffic generation expected to be created from the continued use of the workshop.

The workshop and dwelling will retain within the ownership of the applicants and as such traffic movement will remain similar to historical use within the site which gain planning approval in 2009.

Sustainability

The site is within close proximity to bus stops situated on Main Street, the 280 bus service runs hourly serves between Preston and Skipton Monday to Saturday with infrequent services running on Sundays between the same locations.

The dwelling shall increase its sustainable transport options to encourage and promote sustainable transport use. 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.

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. Secure cycle storage suitable for 2 bicycles shall be provided within the development. Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

3. 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.
- Facilities to mechanically sweep the adjacent roads as required during the full construction period.
- 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.

4. The workshop hereby approved shall only be used ancillary to the detached on site dwelling and shall not be used for on-site sales or to form a commercial business not operated by the residents which resided onsite.

Reason: To avoid the creation of a separate commercial business which may be substandard in terms of parking provision and/or vehicular manoeuvring.

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.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway, and verge.

Yours sincerely
 Kate Walsh
 Assistant Engineer

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