

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0289
Our ref: 3/2025/0289/HDC/KW
Date: 11 June 2025

Location: Thornley Hall Farm Up Bedlam Road Thornley PR3 2TN
Proposal: Outline application for the proposed erection of a farm workers dwelling with access applied for (all other matters reserved).
Grid Ref: 363549 441223

Dear Maya Cullen

With regard to your consultation letter dated 22 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 conditions

Lancashire County Council acting as the Local Highway Authority (LHA) 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 or capacity 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 outline application for the proposed erection of a farm workers dwelling with access applied for (all other matters reserved) at Thornley Hall Farm Up Bedlam Road Thornley.

Site Access

The site will be accessed via an improved existing field gate access on to Up Bedlam Road, which is classified as the C357, a C C-classified road with a national speed limit fronting the site access.

Whilst there is a posted national speed limit fronting the site access, the applicant has provided a speed survey. The results of the speed survey show that the 85th percentile of traffic speed was 31.8mph Westbound and 32.4mph Eastbound. As such a visibility splay of 47m to Westbound traffic and 48m to Eastbound traffic. Therefore, a visibility splay of 2m x 47m is required to the East and 2m x 48m is required to the West.

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The LHA has reviewed the proposed site plan drawing number Air/1164/3545/02 and note that the access is to be 4.5m wide. However, the visibility splay does not appear to have been drawn correctly on the plan, particularly on the west side. However, the LHA have undertaken their own assessment and found that the visibility splay can be achieved within the red and blue edges of the development; as such, the visibility splay requirements will be conditioned below.

The access is also required to be surfaced in a hard-standing material for at least the first 5m into the site and should have a gradient no steeper than 1:10.

Internal Layout

The internal layout will be considered as part of a further application. However, the LHA would like to take this opportunity to advise the applicant that it is expected that the proposal provides parking provisions which comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. All the car parking provisions must meet the car parking standard size of 2.4m wide and 5m long and be clearly marked out to ensure adequate and acceptable parking provisions across the site.

As the site is assessed from Up Bedlam Road, turning provisions should be provided within the site to enable ingress and egress in forward gear. The LHA note that these are proposed from the proposed site plan.

The proposed site plan also includes a garage as such the LHA would advise the applicant that the recommended minimum internal dimensions for a single garage size is 6m in length and 3m wide and for a double garage, it 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). Where garages are smaller than the recommended minimum internal dimension they should not be counted as a parking space and the applicant should provide an additional parking space elsewhere.

Drainage

As the access slopes towards the adopted highway, the access is required to include drainage that is drained to a suitable internal outfall, which will be conditioned below.

Sustainability

Given the site's distant location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles. However, the LHA would expect the site to increase its sustainable transport options to encourage and promote sustainable transport which should be included in future applications.

Therefore, the development shall include covered secure cycle storage to ensure the provision and availability of adequate cycle parking 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. No building shall be occupied until visibility splays 2 metres back from the centre line of the access and extending 47 metres to the East and 48 metres to the West on the nearside carriageway edge have been provided at the access. 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

2. The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

3. Before the access is used for vehicular purposes, 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.

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>

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

T: 0300 123 6780

W: <http://www.lancashire.gov.uk>