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Your ref: 3/2025/0401
Our ref: 3/2025/0401/HDC/KW
Date: 10 June 2025

Location: Buckley Dene Preston Road Ribchester PR3 3YD
Proposal: Replacement dwelling
Grid Ref: 363555 436769

Dear Lucy Walker

With regard to your consultation letter dated 27 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 replacement of a dwelling at Buckley Dene Preston Road Ribchester PR3 3YD

The LHA are aware of the recent planning application for the site which are as follows:

3/2024/0887 - Partial demolition of existing dwelling, including removal of main roof and single storey side extension. Remodelling and extensions to create two storey dwelling. (Pursuant to variation of conditions 2 (approved plans) and 3 (external materials) of planning permission 3/2024/0645 to allow for provision of attached garage. Approved.

3/2024/0645 - Partial demolition of existing dwelling including removal of main roof and single storey side extension. Remodelling and extensions to create two storey dwelling with annexe accommodation. Resubmission of 3/2024/0041. Approved

Continued...

3/2024/0041 - Partial demolition of existing dwelling including removal of main roof and single storey side extension. Remodelling and extensions to create two storey dwelling with annexe accommodation. Refused

Site Access

The site will be accessed via two existing accesses onto Preston Road which is a private access track with a national speed limit fronting the site. The private access track also serves Public Right of Way FP0335043. The LHA are aware that the site access will remain unaltered following the proposal. Therefore, the LHA have no further comments to make regarding the access.

Internal Layout

The LHA have reviewed the proposed site plan drawing number PL.01 Revision A and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. Therefore, the LHA have no objection to the proposal.

The LHA note that an integrated garage is proposed as part of the development. 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). As the garage meets the recommended minimum internal dimensions, it can be considered acceptable for parking provisions.

Public Right of Way

Please note that there are Public Rights of Way's which runs past the application site which must not be obstructed during the proposed developments. 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; as such, the development shall include covered secure cycle storage 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 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 covered 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.
- Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period. Measures to control the emission of dust and dirt during construction.
- 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.

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.
- 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.
- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.

Yours sincerely

Kate Walsh
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