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Your ref: 3/2025/0710
Our ref: 3/2025/0710/HDC/KW
Date: 15 December 2025

Location: Blue Bell Farm Higher Road Longridge PR3 2YX
Proposal: Permission in Principle for the residential conversion of an existing building to a single dwelling. No non-residential development is proposed.
Grid Ref: 363008 438982

Dear Kathryn Hughes

With regard to your consultation letter dated 10 December 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the principle of the proposed development and are of the opinion that the principle of the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the permission in principle for the residential conversion of an existing building to a single dwelling at Blue Bell Farm, Higher Road, Longridge.

The LHA are aware of the recent relevant planning history for the site, which is as follows:

3/2022/0927 - Proposed change of use from Class B1(a) and Class B1(b), and use of building for storage of private cars and workshops, to Class E.

3/2019/0471 - Proposed single storey extension and conversion of laboratory and office to a live work unit.

3/2015/0918 - Retention of unauthorised change of use from Agricultural to B1(a) and B1(b) (office and laboratory) in addition to car storage and private workshop (sui generis).

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Site Access

The site has accessed via an existing access onto Higher Road, an unclassified road with a national speed limit fronting the site access. The LHA is of the view that the proposal will result in a reduction of vehicle movements than what already exists given the sites approved use.

As part of a previous planning application, reference 03/2022/0927, a Transport Note was provided by Eddisons in which the site visibility splay was considered, and a traffic count was undertaken.

The transport note states that at the existing access '*a visibility splay of 2.4 metres by 128 metres can be achieved to the east, whilst a splay of 2.4 metres by 110 metres can be achieved to the west*'. The traffic count undertaken provided evidence that the 85th percentile of vehicle speeds were 37.8mph eastbound and 36.1mph westbound, requiring a visibility splay of 92 metres to the east and 87 metres to west.

This shows that the current access can achieve acceptable visibility splays in line with the results of the traffic count. It is likely that the vegetation which sits on either side of the access will require removal or a reduction in height to 1m in order to support clear visibility for those exiting the site, and the LHA will request this at the technical consent stage.

Should the applicant wish to amend the positioning of the access, then visibility splay to east of 2.4m by 92 metres and to west of 2.4m by 87 metres should be provided.

The LHA are of the view that the current access is an appropriate width to serve a single dwelling, at least 3.2m wide. However, the access must be properly consolidated and surfaced in bound porous materials (not loose stone, gravel or grasscrete) for 5m behind the carriageway edge to prevent debris from being dragged onto the highway. Given that the access slopes towards the highway, surface water drainage should be provided at the access to ensure water is not discharged onto the highway.

Internal Layout

Should the application be granted, at the technical details stage, the LHA would expect the proposed development to comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA expect private drives to have a minimum width of 3.2m where they are used for vehicular access and pedestrian access to a property and have the minimum dimensions for a standard off-road parking bay which is 2.4m wide by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The LHA would also remind the applicant that the recommended minimum internal single garage size is 6x3m and this includes integral garages. Where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be counted as a parking space and the applicant should provide an additional parking space if required.

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.

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development must include covered and secure cycle storage to ensure adequate parking provisions and to promote cycling as a sustainable mode of transport.

In addition, given the nature of the application, the development is expected to incorporate 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.

Yours sincerely
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