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Your ref: 3/2025/0724
Our ref: 3/2025/0724/HDC/KW
Date: 14 October 2025

Location: Hawthorn Bungalow Rimington Lane Rimington BB7 4DP
Proposal: Erection of three-storey 7 bed family home with attached two-storey coach house adapted from existing structure. Planning permission previously granted (3/2024/0248) for similar sized house, existing house already demolished, and foundations for the accepted proposal have already been built.
Grid Ref: 380204 445543

Dear Ben Taylor

With regard to your consultation letter dated 2 October 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 erection of three-storey 7 bed family home with attached two-storey coach house adapted from existing structure. Planning permission previously granted (3/2024/0248) for similar sized house, existing house already demolished, and foundations for the accepted proposal have already been built at Hawthorn Bungalow, Rimington Lane, Rimington.

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

3/2025/0535 - Variation of Condition 2 (Plans), 3 (Materials), 4 (Roof Lights), 10 (Land Levels), 12 (Access), 13 (Parking) on planning permission 3/2023/0660 (Proposed demolition of existing bungalow and erection of a two-storey dwelling with garage and granny annexe. Alterations to existing access and associated external works).

Continued...

3/2024/0248 - Non-material amendment to planning permission 3/2023/0660 involving omission of two garage windows on the NW elevation, design modification to two approved dormer windows on garage, omission of the inset roof balcony on the SE slope of the house and addition of two sets of velux cabrio-roof windows, omission of the glazed corner wall on the SE and SW elevations serving the granny annexe, leaving glazed openings just on the SE elevation serving the granny annexe.

3/2023/0660 - Proposed demolition of existing bungalow and erection of a two-storey dwelling with garage and granny annexe. Alterations to existing access and associated external works.

3/2021/0341 - Proposed demolition of existing dwelling and erection of a two storey dwelling with garage and granny annexe. Alterations to existing access and associated external works. Installation of new sewage treatment plant and land soakaway.

Site Access

The site will be accessed via a new access on to Rimington Lane which is classified as the C582 and subject to a national speed limit fronting the site access.

The proposed access improvements are the same as previously agreed under planning application 3/2023/0660.

Internal Layout

The LHA have reviewed PGB drawing number 003 titled "Proposed Site Plan" 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 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). The proposed garage when taking into consideration the above recommended measures, will provide parking for multiple vehicles.

Sustainability

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. Therefore, 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. Given the ample space within the garage, cycle storage can be provided within the garage. 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 part of the development hereby permitted shall be occupied until such time as the access arrangements shown on SPA Proposed Site Plan drawing number L-150 Revision P have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework.

2. Before the access is used for vehicular purposes, any gates erected at the access shall be positioned 5m behind the nearside edge of the highway. The gates shall open away from the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering the site, in the interests of highway safety.

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.

4. 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: In the interest of highway safety.

5. 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.

6. The garages hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

Reason: To ensure that adequate parking provision is retained on site.

7. Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within each garage with a separate secure cycle storage facility, suitable for two bicycles being provided for units without a garage.

Reason: to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

8. 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.
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
- 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.

9. 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.

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

10. No building or use hereby permitted shall be occupied 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.

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>
- 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

Highway Development Control

Highways and Transport

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