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Your ref: 3/2025/0729
Our ref: 3/2025/0729/HDC/KW
Date: 16 December 2025

Location: Oak Lea Osbaldeston Lane Osbaldeston BB2 7LT
Proposal: Proposed two-storey replacement dwelling.
Grid Ref: 364839 432109

Dear Kathryn Hughes

With regard to your consultation letter dated 11 December 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 two-storey replacement dwelling at Oak Lea, Osbaldeston Lane, Osbaldeston.

Site Access

The LHA have reviewed PGB drawing number 5015-000-02 revision A titled "Proposed Site Plan" and are aware that the site access will remain unaltered following the proposal.

The first 5m into the site from the carriageway edge shall be properly consolidated and surfaced in bound porous material (not loose stone, gravel or grasscrete) to prevent debris from being carried onto the highway.

Internal Layout

The LHA have reviewed drawing number 5015-000-02 revision A titled "Proposed Site Plan" and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

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The LHA has reviewed the internal layout of the proposed garage. The recommended minimum internal dimensions for a triple garage size is 6m in length and 9m wide. The recommended distance of 6m in length 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 proposed garage is approximately 5.5m in length, it cannot be considered to provide off-street parking provisions. However, the garage can provide acceptable cycle storage provisions.

The LHA is of the opinion of the proposed driveway will provide at least 3 off street parking spaces, which is an acceptable provision for a 4+ bedroom dwelling. There are also provisions to turn within the site that allow for ingress and egress in a forward gear.

Public Right of Way

There is a Public Right of Way, FP0330001, to the East of 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.

Sustainability

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.

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. 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.

3. 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, stones and debris being carried onto the highway. 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.

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

4. 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 tarmac, 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.

5. The detached garage hereby approved shall only be used ancillary to the enjoyment of the existing dwelling and shall not be used by way of sale or sub-letting to form separate residential accommodation.

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

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.
- 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.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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