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Your ref: 3/2025/0845
Our ref: 3/2025/0845/HDC/KW
Date: 14 November 2025

Location: The Village Hall Franklin Hill Brockhall Village Old Langho BB6 8HY
Proposal: Proposed demolition of offices and construction of replacement office building.
Grid Ref: 370083 436655

Dear Stephen Kilmartin

With regard to your consultation letter dated 24 October 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition of offices and construction of replacement office building at The Village Hall, Franklin Hill, Brockhall Village, Old Langho.

The LHA are aware of the historical planning applications for the site which are as follows:

3/2024/0819 - Certificate of Lawfulness for proposed 1m high fencing and new entrance gates at vehicular access.

3/2024/0635 - Certificate of Lawfulness for proposed 1m high fencing and new entrance gates at vehicular access.

3/2022/0725 - Proposed demolition of existing building and replacement with one new dwelling.

3/2011/930 - Proposed demolition of the existing building and replacement with 1no. detached house.

3/2010/0544 - Proposed change of use from D2 (Village Hall) to B1 (office use).

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Site Access

The site will be accessed from Franklin Hill an unadopted road with a speed limit of 30 mph fronting the site access.

The access previously gained permitted development under application 3/2024/0819. However, the LHA would normally require the access to be a minimum of 5.5m wide. The LHA would also normally look for gates to be set back 5m behind the carriageway edge. This allows for 2 way movement and for vehicles to be able to operate the gates without overhanging the carriageway.

There is also no footway provision around the access; the LHA would request that a 2m pedestrian footway be created around the access to support safe pedestrian movements into the site and for the footway to be tied into the existing footway provisions on the wider network.

Internal Layout

Currently, the existing car park arrangements are informal at the site, with the applicant advising that 10 vehicles utilise the current layout. The proposal comprises of 622 m² of office floorspace, which requires a total of 18 off-street parking spaces in line with the parking standards as defined in the Joint Lancashire Structure Plan.

The LHA has reviewed the associated parking provision of 14 standard spaces and 2 disabled bays, providing a total of 16 parking spaces on site. There is also adequate room to manoeuvre around the site so cars can enter and exit in a forward direction.

The LHA have reviewed drawing number 6020 – P01 titled Proposed Site Plan and which shows a total of 16 off street parking spaces made up of 14 normal parking bays and 2 disabled parking bays. Each parking bay measures approximately 2.4m wide and 5m long. The proposed disabled bays (marked bays 8 and 16) have also been provided with an approximate 1m access zone. Although the access zone should be 1.2m wide in line with inclusive mobility guidance, whilst not marked, there is 1.2m of unobstructed width provided next to each bay.

There are, however, concerns regarding vehicle parking spaces marked numbers 1 and 9, which are obstructed by the site access gates, making them unlikely to be utilised.

The LHA would look for the footways within the development to be in line with inclusive mobility guidance; as such the LHA would look for 2m footways throughout the site. An absolute minimum of 1m over short distances of up to 6m if there are localised obstructions such as trees and street furniture can be acceptable. As such the LHA would request that the internal footways provisions are reviewed and amended where required.

Sustainability

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. This LHA ask that such options are conditioned as part of any approval granted.

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. The LHA note that secure cycle storage is provided to the North of the site. Additionally, due to the nature of the application, it is expected that charging points for electric vehicles be 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.

Conclusion

In conclusion, while the proposed internal layout broadly complies with parking standards and allows for safe vehicle manoeuvring, concerns remain regarding the adequacy of the access arrangements, particularly the lack of safe pedestrian access from the wider network. Additionally, two parking bays appear obstructed and may not be usable in practice, reducing the total of off-street parking spaces to 14 spaces.

The LHA also recommends that internal footways be reviewed to ensure compliance with inclusive mobility guidance, with a preference for 2m widths throughout the site and to support pedestrian movement into the site. Furthermore, to support sustainable transport objectives, the development should incorporate electric vehicle charging infrastructure in line with national guidance.

As such, revised plans should be provided to resolve the outstanding issues.

Yours sincerely
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