

Ribble Valley Borough Council

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Your ref: 3/2025/0873

Our ref: 3/2025/0873

Date: 2nd December 2025

App. Ref: 3/2025/0873

Address: Land at Springwood Drive, Whalley

Proposal: Construction of 6 detached dwellings with associated parking and landscaping at land off Springwood Drive

The submitted documents and plans have been reviewed and the following comments are made.

History

Application reference 3/2013/0137 granted outline permission for a residential mixed use development comprising up to 260 dwellings (C3), a primary school (D1), a new vehicular link between Clitheroe Road and the A671 including creation of a new junction both onto the A671 and Clitheroe Road, car parking, open space and associated landscaping.

The land subject to this pre-application enquiry was to have a new primary school built upon it. Lancashire County Council's School Planning Team have confirmed that they do not require this land for a new primary school as additional places will instead be provided at existing Ribble Valley schools.

The laybys adjacent to the site on Springwood Drive were constructed to accommodate the future school traffic which will now not occur.

Proposal

The application seeks to construct 2 x four bedroom and 4 x 5 bedroom dwellings with a new access on Springwood Drive.

Sustainability

Lancashire County Councils bus services team are proposing to introduce a bus service along Springwood Drive and new bus stops on Springwood Drive are required.

Lancashire County Council
PO Box 100, County Hall, Preston, PR1 0LD



We would seek to secure a new bus stop along the frontage of the development to support sustainable travel. We would seek the developer to enter into a S278 agreement with Lancashire County Council for these works with the costs borne by the developer.

Access

Springwood Drive itself along the frontage of the site and the existing access to the site has been adopted under S38 agreement in the previous year. An extract from the signed S38 agreement shows the extents of the land that has been dedicated as highway.

The proposed new access arrangements will result in the existing access being made redundant and the developer will be required to formally stop up the highway and physically close the access and construct a footway across it. The stopping up of the highway must be undertaken under S247 of the Town and Country Planning Act 1990 which is undertaken by the Department for Transport. The developer must ensure that there will be no objections arising from statutory undertakers who may have equipment below ground.

Springwood Drive will be subject to a 30mph speed limit and the visibility splays of X2.4m by Y41.4m to both sides of the proposed new access along Springwood Drive to the nearest kerb are shown and this is considered acceptable. The splays lie within the highway.

The layby will be removed to ensure that they splay is not obscured by vehicles parked in the layby. The existing footway will be changed to verge and the new footway will be formed where the layby is currently.

The loss of the layby is considered acceptable in principle as it was constructed for the future school traffic which will now not be present. The layby works, together with the formation of the new site access and bus stop works must be undertaken under a S278 agreement with Lancashire County Council.

Construction traffic

We will request a condition for a Construction Traffic Management Plan to manage the traffic through this phase. The existing access can be used immediately for construction traffic.

Internal layout

There is a new retaining wall proposed on the highway boundary of Springwood Drive, only to the south east side of the proposed site access, shown on the boundaries drawing as 'stone wall/retaining stone wall height varies depending on site levels'. We advised that we would not accept any highway retaining structures, please advise if this annotation is relevant for this section or if this is a boundary wall only. Detailed engineering drawings, cross section and calculations and a structural agreement will be required if this retains the highway. Parapet protection and vehicle restraint risk assessment will be required. A maximum embankment gradient of 1:3 is acceptable.



For more than 5 dwellings Lancashire County Council will consider formally adopting the estate road if it is offered by the developer. If the developer chooses not to offer it then a private management and maintenance company must be established to undertake the maintenance in perpetuity.

The carriageway is 5.5m wide initially with 2m wide footways. The footways should continue fully around the turning head to be to adoptable standards and as a minimum (if not being offered for adoption) at least with a footway in front of plot 2 and opposite plot 4 up to the shared drive.

There is a proposed surface water 'attenuation area' located beneath the estate road, which is proposed to be connected to the UU combined sewer. This should be relocated onto a private area to comply with LCC adoption standards (if the estate road is being offered for adoption).

The turning head should be tracked for a 10.2m long refuse vehicle.

The estate road should be street lit, drained and constructed to Lancashire County Councils adoptable standards.

Parking

Each dwelling has at least 3 off-street car parking spaces and secure covered cycle parking which accords with the standards. The garages measure in excess of 3m by 6m internally and count as a parking space and secure covered cycle parking.

Conclusion

Lancashire County Council acting as the 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.

Should the application be approved the following conditions are requested.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site



Reason: To mitigate the impact of the construction traffic on the highway network.

2. Prior to commencement details of the retaining structure alongside the highway boundary of Springwood Drive shall be submitted for approval by the LPA. The approved details shall be implemented under an agreed timetable.

Reason: To ensure adequate stability of the highway.

3. Within 3 months of commencement a scheme for the site access and off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling.

(a) The provision of 1 quality bus stops on Springwood Drive to support all users to travel to/from site sustainably.

(b) Removal of layby on Springwood Drive, infill with new footway and existing footway to verge.

(c) Removal of existing access and new footway along Springwood Drive with stopping up of highway.

(d) New site access arrangement with priority junction/dropped kerbs and tactile paving.

Reason: To mitigate the impact of the development traffic on the highway network.

4. Within 3 months of commencement details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into with the Highway Authority or a private management and maintenance company has been established. Reason: To ensure that the infrastructure is maintained in the future.

5. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is constructed to a suitable standard.

6. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is completed in a timely manner.

7. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied.

Reason: To ensure adequate parking provision is provided.



8. Prior to first occupation each dwelling shall have a secure cycle store for at a ratio of 1 cycle space per bedroom. Reason: To support sustainable travel.

Informative note

The grant of planning permission will require the applicant to enter into a S278 Agreement, with the County Council as Highway Authority. The applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at developeras@lancashire.gov.uk.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk



Pink area is the land that has been dedicated as highway under S38 agreement.