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Your ref: 3/2025/0878  
Our ref: 3/2025/0878/HDC/KW  
Date: 04 December 2025

**Location:** Honfleur 3 Grindleton View Chatburn BB7 4BE  
**Proposal:** Proposed new dwelling and creation of new access on land to the side of 3 Grindleton View.  
**Grid Ref:** 377062 444303

Dear Ben Taylor

With regard to your consultation letter dated 14 November 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 or capacity 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 new dwelling and creation of new access on land to the side of 3 Grindleton View, Chatburn.

The LHA are aware of the recent planning application for the site application reference 3/2023/0384 for a proposed new 4 bedroom dwelling and creation of new access on land to the side of 3 Grindleton View, which was approved by the Local Planning Authority.

#### **Site Access**

The LHA has reviewed the proposed site plan, drawing 010, and drawing 04 Rev. C titled Proposed Visibility Splay Plan and are aware that the proposed 5.5m access can provide visibility splays of 2m x 102m in both directions. The LHA are satisfied with the provided visibility splays due to the findings of the traffic survey, which found that the 85th percentile speeds along Sawley Road were 40.7mph northeast bound and 38.3mph southwest bound. The access shall be hard paved for at least the first 5m into the site and drainage shall be provided at the access to prevent surface water from discharging onto the highway.

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To ensure that the visibility splay to the north of the site access remains clear of any obstructions higher than 1m, the LHA will request that anything within the highway verge in this location is cleared as part of the Section 278 Agreement which will be needed to create the site access.

The LHA will also request as part of the works that a pedestrian improvement scheme is provided at the site access and along Sawley Road. The LHA will request that a 2m wide footway from the site access to a distance of 10m to the south of the site along Sawley Road is provided. Before the footway terminates, an uncontrolled pedestrian crossing will need to be provided connecting the proposed footway to the existing footway located on the opposite side of the carriageway. As part of these works, to ensure that pedestrian visibility is not impaired by the traffic signs when using the crossing, these will also need to be replaced with something more suitable.

Another uncontrolled pedestrian crossing will need to be provided along the western side of Sawley Road adjacent to the dwelling "Mill Hey Croft" and on the footway opposite. This is so that the footways are connected to the southbound bus stop.

The LHA are requesting these off-site highway works are undertaken to ensure that the dwelling has adequate segregated pedestrian facilities to the village of Chatburn and the closest bus stops, which serve locations such as Preston and Skipton at regular intervals throughout the day.

### **Internal Layout**

The LHA has reviewed the proposed site plan, drawing 010 and are aware that the parking arrangements comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan.

The recommended minimum internal dimensions for a double garage size is 6m in length and 6m 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). As the proposed garage meets the recommended minimum internal dimension, it can be counted as a parking space.

The LHA remind the Agent that a minimum of one car parking space will need to have access to an electric vehicle charging point. 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. The site will also include cycle storage within the garage, which is acceptable to the LHA. An EV charging point and secure cycle storage will encourage and promote sustainable transport forms.

### **Conditions**

1. 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);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- 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.

2. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. The works shall include the following but not be limited to and be implemented prior to the first occupation of any dwelling:

- Clear vegetation within the highway verge for a distance of 102m to the north of the site along Sawley Road.
- Provide a 2m wide footway from the site access to a distance of 10m to the south of the site, where an uncontrolled pedestrian crossing should be provided.
- The traffic signs located approximately 9m to the south of the site will need to be replaced.
- Provide an uncontrolled pedestrian crossing on the footway along the western side of Sawley Road adjacent to the dwelling "Mill Hey Croft."

**Reason:** In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

3. No part of the development hereby approved shall be occupied until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

**Reason:** In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

4. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number 04 Rev. C 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.

5. No development shall take place until details of a boundary treatment scheme enabling the driveway to tie-in to the approved site access have been submitted to, and approved in writing by, the local planning authority in consultation with the highway authority.

**Reason:** To ensure adequate boundary treatments which connect the driveway to the vehicle crossing are provided, in the interests of highway safety.

6. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2 metres by 102 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

**Reason:** To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework.

7. No development shall take place until details of a landscaping and maintenance scheme of the land within the approved visibility splays have been submitted to, and approved in writing by, the local planning authority in consultation with the highway authority.

**Reason:** To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

8. 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.

9. The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

**Reason:** In the interest of highway safety to prevent water from discharging onto the public highway.

10. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with drawing number 04 Rev C. Thereafter the onsite parking provision shall be so maintained in perpetuity.

**Reason:** To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework.

11. 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.

12. The garage 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.

Informative notes:

- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk), in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

- 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 emailing [lhsstreetworks@lancashire.gov.uk](mailto:lhsstreetworks@lancashire.gov.uk)
- All references to public highway include footway, carriageway and verge.

Yours sincerely  
Kate Walsh  
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