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Your ref: 3/2025/0889
Our ref: 3/2025/0889/HDC/KW
Date: 02 December 2025

Location: Land at Higher Road Longridge PR3 2YX
Proposal: Erection of a part single-storey and part two-storey dwelling of exceptional design quality (NPPF 84e) with associated landscaping, habitat restoration, change of use of land to residential curtilage and access from higher Road, together with the creation of a small visitor car park for members of the public to view the remains of the Roman road to be preserved within the site.(resubmission of application 3/2025/0095)
Grid Ref: 364169 438922

Dear Stephen Kilmartin

With regard to your consultation letter dated 18 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, 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 a part single-storey and part two-storey dwelling of exceptional design quality (NPPF 84e) with associated landscaping, habitat restoration, change of use of land to residential curtilage and access from higher Road, together with the creation of a small visitor car park for members of the public to view the remains of the Roman road to be preserved within the site.(resubmission of application 3/2025/0095) at Land at Higher Road, Longridge.

The LHA are aware that the application is a resubmission of application reference 3/2025/0095, which was refused by the Local Planning Authority (LPA) on 15 April 2025.

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Site Access

The site will have two new access points on to Higher Road, an unclassified road, subject to the national speed limit. The access points are currently field gates which will be upgraded as part of the proposal. Both the site accesses are proposed at a width of 4.5m, which is acceptable.

One access sits to the East of the Site and will serve the dwelling. The access situated to the West of the site will serve 4 new car parking spaces for visitors to see the remains of the Roman Road, which crosses the site.

The LHA has reviewed drawing H4322-H-01 Rev P2, which shows a visibility splay of 2m by 56m to the Right (Eastbound) and 60m to the left (Westbound) can be achieved for the access situated to the West of the site.

The visibility splay of the access to the East, which serves the dwelling, has a visibility splay of by 38m to the right (Eastbound) and 60m to the left (Westbound). The LHA has undertaken their own assessment of the access and found that the applicant can achieve a 56m visibility splay to the right whilst this is not shown on the plan provided.

The vegetation within the visibility splays shall be reduced to below 1m high. The visibility splays are based on a previous traffic count for an application at Blue Bell Farm, which lies 1.2km west of the site.

The LHA has reviewed drawing 01003 titled Site Plan as Proposed and would remind the applicant that the access will need to be either ungated or with the gates set back by at least 5m from the edge of the carriageway. The first 5m of both access points will need to be surfaced in a hard standing material and feature drainage to prevent any loose material or surface water from being deposited onto the carriageway. Works within the highway will need to be undertaken under an agreement with Lancashire County Council.

Internal Layout

The LHA have reviewed 01003 titled Site Plan as Proposed and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. There is also room to turn within the site allowing for ingress and egress in forward gear.

The proposal features a garage which meets the recommended internal dimensions for a double garage of 6m by 6m and as such can be considered acceptable to provide off street parking provisions. The garage also has additional space to provide secure, covered cycle storage.

The visitor car park is considered sufficient to accommodate 4 vehicles with space to turn to allow all vehicles to enter and leave Higher Lane in forward gear, which is considered necessary. The number of visitors anticipated to visit the site is not presented and is likely unknown therefore we can offer no comment upon the amount of car parking without further information.

Sustainability

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. Covered secure cycle storage can be provided within the garage to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. 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. 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. The garage hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) 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.
3. No use hereby permitted shall commence until visibility splays 2 metres back from the centre line of the access and extending 56 meters to the Right (Eastbound) and 60 meters to the left (Westbound) on the nearside carriageway edge have been provided at all accesses as shown on the approved plans. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 1 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: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.
4. Prior to first use, 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.
5. 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.

6. 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. All gates and associated mechanisms shall be located outside the highway and the gates shall have physical restraints to prevent the gates from opening onto the highway.

Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.

7. 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
- The parking of vehicles of site operatives and visitors
- The loading and unloading of plant and materials
- The storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Details of working hours Routing of delivery vehicles to/from site

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.

Note: Construction Management Plan.

- 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.

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>
- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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