

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0981
Our ref: 3/2025/0981/HDC/KW
Date: 22 January 2026

Location: Former White Bull Hotel 257 Preston Road Longridge PR3 3BJ
Proposal: Conversion of a Former Public House to provide 3.no Dwellings to include the creation of new access points, landscaping, demolition of single storey rear extensions and erection of new single storey rear extension and window/door alterations and additions.
Grid Ref: 360020 435294

Dear Maya Cullen

With regard to your consultation letter dated 7 January 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

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 conversion of a former public house to provide 3 dwellings including the creation of new access points, landscaping, demolition of single-storey rear extensions and erection of new single storey rear extension and window/door alterations and additions at the former White Bull Hotel, 257 Preston Road, Longridge.

Site Access

The site currently has two existing accesses onto Preston Road. One access is situated centrally, previously serving access to a disabled bay parking area, and another is situated at the south of the site, which serves the existing car park. Preston Road is a classified road, the B6243, subject to a 30mph speed limit.

The proposal includes 3 new shared vehicle and pedestrian access points onto Preston Road, with each dwelling having its own access to a parking area. Residential access points must measure at least 3.2m wide to support vehicle and pedestrian movement.

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As the car parking areas are accessed from a classified road, the LHA expect that turning provisions are provided internally to allow ingress and egress in forward gear creating safe and suitable access points. Residential Units 3 and 2 provided acceptable turning provisions. However, there are concerns that the constrained nature of the parking provision for Residential Unit 1 will result in parking within the turning area, rather than the suggested parking arrangements shown on the plan provided, ultimately resulting in reversing onto and from a classified road, which raises highway safety concerns. While the plan demonstrates that parking can take place its unlikely to take place in this manner in this practice, and as such, parking side by side would be more beneficial and provide a more practical turning area.

The LHA would request that visibility splays be provided at each access point. A 7 day Automatic Traffic Count was undertaken in 2024 to assess speeds along Preston Road. The observed 85th percentile speeds were recorded at 37.2mph northbound and 39.1mph southbound, which require splays of 2.4m by 56m northbound and 61m southbound. The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

There are particular concerns regarding the visibility of the access to Residential Unit 1 because of the close proximity to the proposed boundary treatment A, a 1.8m fenceline, which is proposed along the boundary of Residential Unit 1 and the existing Car park as currently there is no footway provisions, which maybe be able to act as a protective boundary for visibility, the current proposal would result in the site access leading directly to the carriageway and as such visibility splays would need to be positioned further back.

Amendments to the highway will be required to reinstate the existing access point and for footway provisions to be placed along the site frontage. As well as for the creation of 3 new access points in line with the plans provided. This work will be required to be undertaken as part of a Section 278 Agreement with Lancashire County Council.

Highway Improvements

Due to the intensification of pedestrian movement linked with the proposed residential development of the site, the LHA expects that a 2m footway is provided across the frontage of the entire site, including the area within the blue edge. Currently there is limited pedestrian facilities fronting the site. Preston Road is a classified road with large vehicle movement, and as such, segregated provisions will create a safer option for pedestrians.

As footway provisions on the right end to the south of the site and cannot be tied into existing provisions to the north due to the positioning of neighbouring properties and limited carriageway widths to accommodate a continuous footway, the LHA will require an pedestrian crossing and refuse island to be provided linking the new footway to the existing provisions on the opposite side of the road. The footway and crossing provisions on both sides of the road shall be in line with inclusive mobile guidance and be supported by tactile paving. The footway provisions and crossing point will also provide safe, segregated pedestrian provisions to bus stops situated along Preston Road.

Due to the positioning of the residential access points, the refuse island and crossing points will need to be positioned fronting the existing car park so as not to conflict with turning into and out of the residential accesses.

The closest northbound and southbound bus stops are located adjacent to and opposite, the site. However, there are localised constraints associated with the location of these bus stops, which prevent any improvements from being made. Therefore, the LHA require these bus stops to be relocated adjacent to and opposite the dwelling named "Rose Villa," were, as a minimum, bus border kerbing should be provided. As such, the LHA will request that the relocation of these bus stops and any highway improvements which improve pedestrian connectivity to and from the site are secured under a Section 278 agreement. The improved bus stop provisions also form part of a condition related to a nearby development at Alston Dairy, which was approved in 2025.

These off-site highway improvement works will require the applicant to enter into a Section 278 Agreement with the Local Highway Authority. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. 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.

Internal Layout

The LHA understands that each of the proposed 3 dwellings will have 3 bedrooms each and as such require 2 off street parking spaces in line with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

Residential Units 2 and 3 have acceptable off street parking provisions with associated turning areas. While Unit 1 does provide acceptable off street parking provisions, the arrangements should be improved to provide more practical spaces, particularly given that there is adequate space within the applicant's ownership to provide this.

Drainage

The proposed hard surfacing should be permeable to allow for natural drainage and surface water from the approved accesses shall be collected within the site and drained to a suitable internal outfall to prevent the discharge of water onto the adopted highway.

Sustainability

The site is positioned within an acceptable walking distance to limited local amenities. Preston Road is also a bus route, with the site in close proximity to bus stops in both directions. These stops are served by the number 1 bus service, providing regular service connections between Longridge and Preston.

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.

Conclusion

To ensure the development provides safe and suitable access for all users, further detailed information and revised plans are required. This includes amended parking and turning arrangements for Unit 1, full visibility splay drawings, proposals for a 2m footway and associated pedestrian crossing facilities as part of the required off-site works to be delivered through a Section 278 Agreement.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

T: 0300 123 6780

W: <http://www.lancashire.gov.uk>