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Your ref: 3/2025/0991
Our ref: 3/2025/0991/HDC/KW
Date: 12 February 2026

Location: Dilworth Cottage Ward Green Lane Longridge PR3 2ZL
Proposal: Demolition of existing dwelling and erection of new detached self-build dwelling including external landscaping
Grid Ref: 362793 437734

Dear Maya Cullen

With regard to your amended consultation, 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 (LHA) 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 demolition of the existing dwelling and the erection of a new detached self-build dwelling, including external landscaping at Dilworth Cottage, Ward Green Lane, Longridge, PR3 2ZL.

The LHA is aware of a similar application at the site, reference 3/2025/0039 which was refused by the Local Planning Authority.

Site Access

The proposal will utilise an existing access from Ward Green Lane, which is an unclassified road subject to a 60mph speed limit. Currently, there is a gate approximately 3.7m from the carriageway edge. While this arrangement is existing, it does not meet current standards and as such, the gate shall be removed or must be set back 5m into the site, which will allow vehicles to pull clear off the carriageway before operating the gate, reducing conflict within the highway.

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The existing dwelling currently sits adjacent to Lower Road and Wards Green Lane junction. The proposal will result in the new dwelling being positioned further away from the edge of the carriageway, creating a better line of sight for vehicles at the junction of Lower Road. The retaining boundary wall adjacent to Lower Road will be lowered to 0.9m which will assist in visibility at the junction allowing drivers to see over the wall and observe oncoming traffic.

Retaining Wall

Amendments to the retaining wall fronting Lower Road will require the applicant to provide a structural report setting out how any structures will be assessed, excavated, constructed, strengthened or demolished, which will be conditioned as part of any approval.

Internal Layout

The LHA has reviewed drawing number 1403 - L01(006), revision B, titled Landscape Plan 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 and leave in a forward gear.

Whilst there is an existing double garage it does not meet the recommended minimal internal dimensions for a double garage which is 6m in length and 6m wide. Where double garages are smaller than the recommended minimum internal dimension of 6 x 6m they should not be counted as a parking space.

Sustainability

The site will increase its sustainable transport options to encourage and promote sustainable transport use. Covered secure cycle storage for two bicycle spaces can be accommodated within the existing garage to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, it is noted within the design and access statement that a EV charging point will be included within the site.

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).
 - Wheel washing facilities.
 - Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
 - Measures to control the emission of dust and dirt during construction.

- Construction vehicle routing.
- 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 use hereby permitted shall commence until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

3. No development shall take place, including any works of demolition or site clearance, until any gateposts erected at the access are removed or positioned 5m behind the nearside edge of the highway. Any gates erected shall open away from the highway and shall remain positioned 5m behind the carriageway edge thereafter.

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.

4. Prior to first occupation, the vehicle 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. No part of the development hereby approved shall commence until a scheme for the retaining structure adjacent to the highway has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the retaining structure are acceptable before work commences on site.

6. Any source of glare from the solar panels shall be effectively screened from the view of drivers and pedestrians on the adjoining public highway and maintained thereafter.

Reason: To avoid glare, dazzle, or distraction to passing motorists and pedestrians.

Informative notes:

- 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.

Yours sincerely

Kate Walsh

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