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Your ref: 3/2026/0042
Our ref: D3/2026/0042
Date: 11 March 2026

For the attention of Lucy Walker

Planning Application No: 3/2026/0042

Proposal: Outline application for the proposed erection of two dwelling houses with access applied for.

Location: Land adjacent to Fernhill, Ribchester Road, Clayton Le Dale BB1 9EG

Having reviewed the documents submitted Lancashire County Council acting as the highway authority makes the following initial comments and requests further information.

Summary

The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios' (Paragraph 116).

Having reviewed the documents provided at the date of this response, Lancashire County Council acting as the local highway authority raises an objection as submitted regarding the proposed development. It concludes that there are highway grounds to support an objection as set out by paragraph 116 of the NPPF as adequate visibility splays from the accesses have not been demonstrated.

Outline matters

Access

The highway authority understands that this planning application is concerned with the principle of development and access to the site only.

Two new vehicle access points are proposed from the site onto Ribchester Road. Revised site plans are required based on measurements taken on site and not on the OS layer. The Proposed Site Plans submitted (Drawings 06 and 11) show a footway/verge of up to 2m wide across the site frontage. The revised plans should show the correct width of the service verge, which is narrower, and also locations of highway gullies and street lighting columns across the site frontage and immediately adjacent.

No site section plans have been submitted to demonstrate how appropriate accesses will be constructed given the level differences between the carriageway on Ribchester Road

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and the site, which slopes up from the road. Existing and proposed site level drawings should be submitted.

The accesses should also be constructed so that there is not a steep gradient to the driveways. The accesses would need to be surfaced in a bound material for at least 5m into the site from the back edge of the service verge. Surface water would also need to be collected across the front of the accesses and drained to suitable internal outfalls to prevent surface water from discharging onto the public highway network. Details of the surface water drainage should either be submitted prior to determination or will have to be controlled by condition.

The construction of the accesses would need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to, the construction of the accesses to an appropriate standard, the relocation of any highway gullies out of the access points onto Ribchester Road and a street lighting assessment.

Visibility splays

The development would be accessed from Ribchester Road (B6245), which is a two-way, classified road subject to a maximum speed limit of 30mph. For a road with a speed limit of 30mph visibility splays of 43m in both directions from each access will be required. Visibility splays should be measured to the nearside carriageway edge on Ribchester Road and nothing over 0.9m in height above the carriageway level should be within the visibility splays. The visibility splays must be over land within the applicant's ownership and/or the publicly maintained highway network with no part of any splay over third party land.

The applicant has not submitted any visibility splay drawings. Based on the above criteria the highway considers that adequate visibility splays cannot be achieved, with splays from both access points being over third party land and hence out of their control. Unless and until adequate visibility splays have been demonstrated from the site, which may require the access points being re-located, the highway authority objects to the application.

Traffic may be travelling below the maximum speed limit, and shorter visibility splays may be accepted. However these would need to be supported through data obtained by an automated seven day survey carried out at in a neutral month, avoiding school holidays, national holidays and events, or local events which could impact on traffic movements and with prevailing weather conditions noted.

Sustainability

The site is not in a sustainable location. The nearest bus stop is approximately 250m to the north west of the site and is served by only one commercial service - Bus service 45 – Preston – Blackburn which operates an hourly service Monday – Saturday and a two hourly service on Sundays/Bank Holidays. Whilst the stop is within acceptable walking distance of the site there is no connecting full width footway. This would force pedestrians to walk in the carriageway, which is a highway safety issue, particularly as Ribchester Road carries a high volume of traffic. The low frequency of buses and the lack of connectivity to the site will mean that future occupants will be reliant on the use of private vehicles.

Reserved matters

The submitted internal layout is indicative and as such only provisional highway comments have been made. Whilst the highway authority objects to application as submitted the following comments are made for completeness.

If planning permission is granted a Reserved Matters application will need to be submitted covering details of appearance, landscaping, layout and scale. As part of any Reserved Matters planning application the applicant is advised to consider the following provisional comments.

1. On-site car parking provision should be provided at the following levels:
 - One bedroom properties to have one parking space.
 - Two to three bedroom properties to have two parking spaces.
 - Four and above bedroom properties to have three parking spaces.
2. The minimum dimensions for a single off-road parking space are 2.4m wide by 5.6m long, although the recommendations below should also be considered as part of the off-road parking design.
3. To count as one parking space a single garage should have minimum internal dimensions of 6 x 3m. Where garages are below this recommended size they should not be counted as car parking provision. Double garages should have minimum internal dimensions of 6 x 6m.
4. All drives fronting garages with up and over style doors to be a minimum of 6m long to allow room to open and close the doors; this can be reduced to 5.6m where roller shutter style doors are provided.
5. A minimum manoeuvring area of 6m should be provided to ensure that vehicles can adequately manoeuvre to and from the off-road parking areas.
6. Private drives should be a minimum of 3.2m wide where they are used for shared vehicular and pedestrian access to the property.
7. Where the parking bays are adjacent to walls and fences, these should be a minimum clear width of 2.6m, to provide additional room to open the doors.
8. At least one secure cycle space should be provided for single bedroom residential properties and two where two and above bedrooms are to be provided. A standard size garage (6 x 3m) is considered capable of accommodating two cycles. Where no garage is provided alternative covered, lockable provision should be made within the property's curtilage.
9. Electric vehicle charging points should be provided at each property. These shall be fitted in line with the Dept for Transport's guidance regarding Electric Vehicle Charging in Residential and Non-residential Buildings, which states that 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.

Refuse storage & collection

Adequate refuse bin storage should be provided on site which does not obstruct any parking or internal manoeuvring areas. There should also be level storage provision within the access for bins to be placed whilst awaiting collection.

Construction phase

As this is a greenfield site and as there is no capacity for on-road parking on this section of Ribchester Road then a Construction Method Statement including site plan would be necessary to demonstrate that the site can be developed without having a detrimental impact on highway safety or capacity on the surrounding highway network and its users.

Initial conclusion

Lancashire County Council as the local highway authority raises an objection as submitted regarding the proposed development. It concludes that there are highway grounds to support an objection as set out by paragraph 116 of the NPPF as adequate visibility splays from the accesses have not been demonstrated and therefore the development would have 'an unacceptable impact on highway safety'.

If appropriately scaled drawings and plans are submitted which demonstrate that the necessary visibility splays can be achieved over land within the applicant's ownership and/or the highway network maintained at public expense then the highway authority will review its comments and may consider withdrawing its objection. The further information requested regarding the construction of the accesses also needs to be provided.

If appropriate visibility splays can be demonstrated then there are highway-related conditions and informative note which would need applying to any formal planning approval granted, and which the highway authority would provide.

Janet Simpson
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Highways and Transport
Lancashire County Council