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Your ref: 3/2026/0247
Our ref: 3/2026/0247/HDC/KW
Date: 17 April 2026

Location: Spout Farm Preston Road Longridge PR3 3BE
Proposal: Permission in principle application for the erection of up to 9 no. dwellings, with the exact scope of demolition and retention of existing buildings to be determined at the technical details consent stage.
Grid Ref: 360225 435961

Dear Maya Cullen

With regard to your consultation letter dated 2 April 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the permission in principle of the 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 points being addressed as part of any future detailed planning application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a planning in principle application for the erection of up to 9 no. dwellings, with the exact scope of demolition and retention of existing buildings to be determined at the technical details consent stage at Spout Farm Preston Road Longridge.

The LHA are aware of the planning application history for the site and the adjacent land, which previously formed Spout Farm, which includes the following:

3/84/0675/P - Change of use of barn and outbuildings for a tree surgery business. Approved 12 March 1985.

3/85/0495/P - Change of use to form a nursery garden and to retail products grown/cultivated alongside the existing use of the barn and outbuildings. Approved 14 November 1985.

Continued...

3/1990/0671 - Extension to Use of Cafe and Erection of Covered Access. Approved 23 October 1990.

3/2006/0974 - Change of use of first floor to Photographic Gallery and Office. Approved, 12 January 2007.

The following applications relate to the parcel of land immediately adjoining the northern boundary of the main Spout Farm site:

3/2013/0782 - Development of 32 dwellings including affordable housing and alterations to existing access following site clearance. Approved 16 January 2014.

3/2016/0580 - Proposed residential development to provide 34no new dwellings and associated works. Approved 2 May 2017.

3/2020/0309 - Erection of 34 dwellings and associated works. Approved 21 December 2020.

Site Access

The site currently has two existing access points, one access sits to the north of the site, leading from an unadopted road, Spout Lane and another access from Preston Road. Preston Road is classified as the B6243 and is subject to a 30mph speed limit passing the site.

Whilst limited details have been provided during this stage of the Planning In Principle application within the supporting document, there is a suggestion that the site could utilise the access from Preston Road. There is opportunities to create an access from Preston Road or Spout Lane. Whilst there are concerns over conflict with the number of accesses in close proximity on Preston Road, the LHA is of the opinion that an engineering solution can be discussed at stage 2.

Whilst further information will be provided at a technical details stage, should planning approval be granted. The LHA would look for an access which is a minimum of 5.5m wide, to support two-way traffic movement, as well as an access that can provide acceptable visibility splays. The access should also feature 2m footways on either side. The footway should also be supported by crossing facilities featuring tactile paving in line with inclusive mobility guidance.

Given speeding concerns on Preston Road, the LHA would request that the applicant undertake a traffic study to assess traffic speeds. The traffic study would need to be carried out by an approved specialist showing the 85th percentile road traffic speeds in both directions, along with the numbers of vehicles, types of vehicles and the speed of vehicles passing the access, with the raw data being made available for review. The traffic study should be conducted over a 1-week period in a neutral month (I.E., April, May, June, September, October). The survey should avoid school holidays, extreme weather, and other anomalies that could skew data.

Submitted visibility splays should be in line with the 85th percentile of road traffic speeds and 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.

Transport Statement

A Transport Statement should be submitted in support of this application at the technical details stage. The document must be prepared in accordance with Lancashire County Council's Transport Assessments in Lancashire Guidance (2025), available at: <https://www.lancashire.gov.uk/media/963614/transport-assessment-guidance.pdf> . The Transport Statement should proportionately assess the development's expected trip generation, access arrangements, visibility splays, parking provision, sustainable travel opportunities, and the suitability of the surrounding highway network. It should also demonstrate compliance with relevant national and local transport guidance and identify any mitigation measures required to ensure safe and suitable access for all users.

Highway Mitigation

Previously, there was a desire to create a 2m footway fronting the site, which will provide pedestrian access to a bus stops situated on Preston Road. However, this has not yet been implemented. As such, it is expected that the developer provides the footway which would benefit future residents of the site as well as other local residents. The footway should be provided along the entire site frontage linking into the existing footway provisions to the north to the existing junction of Spout Lane, which is approximately 100m.

Internal Layout

Should the application be granted, at the technical details stage, the LHA would expect the carriageway throughout the site to measure 5.5m wide and have 2m wide footways either side. This should be consistent throughout the site and in line with inclusive mobility guidance.

To ensure that the minimum width of the carriageway and the layout is adequate, a swept path analysis drawing showing a 11.2m refuse vehicle using the internal layout is required. The drawing should also show how the refuse vehicle turns within the site to exit the site in a forward gear.

To ensure speeds along the internal road do not exceed 20mph, the LHA will require the internal road to be designed so that it is self-enforcing.

Lancashire County Council has a detailed Estate Road Specification guidance that outlines the design criteria for estate roads and expects all developments to be built to these standards, even if they are to remain private. The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

Parking

Should the application be granted, at the technical details stage, the LHA would expect the proposed development to comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA expects private driveways to have a minimum width of 3.2m when used for vehicular and pedestrian access to a property, and to have the minimum dimensions for

a standard off-road parking bay, which is 2.4m wide by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The LHA would also remind the applicant that the recommended minimum internal single garage size is 6x3m and this includes integral garages. Where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be count as a parking space and the applicant should provide an additional parking space for each garage affected.

All new dwellings are expected to provide a universal electrical supply suitable for charging an electric motor vehicle and facilities to provide secure and covered cycle storage.

Public Right of Way

Please note that there is a Public Rights of Way (FP0302118) through the application site. The LHA will be able to provide further advice on the route should the application be approved and progress to the technical details stage. The developer should include the Definitive Public Right of Way on plans provided in the future. The granting of planning permission does not constitute the diversion of a Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin. The Public Right of Way should remain a segregated pedestrian route, being at least 2m in width, whether it remains in place or is diverted.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

Drainage

The applicant, if permission is granted, will be required to submit a drainage strategy as part of a future application. 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.

Sustainable Transport

The LHA are aware that the site's closest bus stops are located within acceptable walking distances on Preston Road. The bus stops are primarily served by Service 1, which provides regular connections between Preston and Longridge throughout the day. The route offers consistent links into Preston city centre and in the opposite direction continues through Longridge towards the town centre. Buses operate from early morning into the evening with a steady frequency across weekdays, Saturdays and Sundays, giving residents reliable access to key destinations.

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.

LCWIP

The Local Cycling and Walking Infrastructure Plan identifies key routes to increase active travel, improve safety, and create better, greener, and more accessible sustainable transport routes. Connecting Preston City Centre to Longridge through Grimsargh and Ribbleton, largely following the former Preston and Longridge railway. However, an alternative to this greenway, is a route along the B6243 (Preston Road/Longridge Road) through Alston, which runs past the site and provides a connection to the strategic route into Longridge and Preston.

Highways Pre Application Service

We recommend that the applicant discuss the proposed development with the Local Highway Authority before further submissions using the Highways Pre Application Service. The service provides pre-application advice for development proposals. Further information can be found on our website: [Pre-planning application highways advice service - Lancashire County Council](#)

Conditions

Lancashire County Council Highways requests the following conditions, as a minimum, be included as part of any future detailed planning application:

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. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety

3. 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 improvement 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 highway scheme/works are acceptable before work commences on site.

4. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 3 has been constructed and completed in accordance with the scheme details.

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.

5. The new estate road/access shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative

6. No residential unit hereby permitted shall be occupied until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths, landscaped areas and bin storage areas not put forward for adoption within the site have been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first residential unit on the site, the areas shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets, landscaped areas and other communal spaces are appropriately managed and maintained to ensure the safety of all users.

7. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the infrastructure is constructed to a suitable standard.

8. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied. Reason: To ensure adequate parking provision is provided.
9. The development hereby permitted shall not be occupied or brought into use until car parking provisions as detailed within the Joint Lancashire Structure Plan 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.
10. Prior to first occupation cycle storage provisions for the residential units shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.
Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.
11. Any garage(s) 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.

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.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on

PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

- 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.
- 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 Control Section on 0300 123 6780 or email 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.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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