

Ribble Valley Borough Council  
Planning Section  
Council Offices  
Church Walk  
Clitheroe  
BB7 2RA

Phone: 0300 123 6780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)  
Your ref: 3/2026/0281  
Our ref: D3/2026/0281  
Date: 13 May 2026

**For the attention of Lucy Walker**

**Planning Application No: 3/2026/0281**

**Proposal:** Demolition of existing dwelling and erection of one replacement self-build dwelling with garage and associated garden curtilage, hard and soft landscaping, new access drive off Longsight Rd and the closure of the existing access.

**Location:** Bridgecroft, Longsight Road, Copster Green BB1 9EX

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 submitted, Lancashire County Council acting as the local highway authority considers that insufficient information has been submitted to fully assess the development's impact on the surrounding highway network and its users. This includes adequate visibility splays not being demonstrated from the new access.

If adequate visibility splays cannot be achieved then the highway authority will object to the application. This is because a 'safe and suitable access to the site' has not been demonstrated and the development would consequently have 'an unacceptable impact on highway safety'; these would therefore be contrary to NPPF, Paragraphs 115 b) and 116 respectively.

**Initial comments**

**Site planning history**

None.

**Development**

The proposed development is for the demolition of an existing detached dwelling and erection of a replacement six bed dwelling with garage, garden curtilage, landscaping, a new access off Longsight Road and the closure of the existing access.

**Lancashire County Council**

PO Box 100, County Hall, Preston, PR1 0LD

**Site access**

There is an existing vehicular access to the site from Longsight Road at the south-west of the site. There is also an historic vehicular access at the south-east of the site, which has been closed off and not in use for at least 10 years, although the dropped vehicle crossing is still in place.

**New site access**

The formation of the new vehicle access from Longsight Road to the development site 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 access to an appropriate standard, including a minimum width of 5m. A street lighting assessment will also be required.

The closure of the existing access will require the removal of the dropped vehicle crossing and the footway reinstated to Lancashire County Council's specification including full height kerbs. The redundant crossing at the south-east of the site will also need to be reinstated to footway with full height drainage kerbs. These works will be carried out under the same legal agreement to form the new access.

If planning approval is granted the developer is advised to contact Lancashire County Council as soon as possible to start the Section 278 process and should not wait until condition discharge stage. Due to the high volume of agreement submissions currently being received by the county council this process can take at least six months to complete. No works should be undertaken within, or which affect, the highway network maintained at public expense without the necessary agreement first being in place in order to prevent legal action from being taken against the developer.

The first 5m from the back of the footway into the site should be a minimum of 5m wide to allow two vehicles to pass within the entrance to prevent vehicles from waiting on the carriageway, where they could pose a hazard or obstruction to other highway users. The plans need amending to reflect this.

The first 5m from the back of the footway into the site should also be surfaced in a bound porous material to prevent loose surface material from being carried onto the highway network where this could pose a hazard to other users. The Proposed Landscaped Plan (Drawing PL1.08) indicates that permeable tarmac is proposed as a surfacing material which should be acceptable.

**Visibility splays**

The site is accessed from Longsight Road, which is a two way, classified road (A59) subject to a maximum speed limit of 40mph outside the site and which carries a high volume of daily traffic. The presence of a static speed camera in the vicinity indicates issues with speed compliance.

For a road with a speed limit of 40mph a Stopping Sight Distance (SSD) – or visibility splays - of 120m should be provided in both directions from the new access. Visibility splays should be measured from a point 2.4m back along the centre line of the new access and to the nearside carriageway edge on Longsight Road. Nothing over 0.9m in height above the carriageway level should be within the visibility splays. This includes any sections of the proposed new stone wall. The railings on top of this wall should also be

sufficiently spaced so that they do not form a solid feature. 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 provided any details of visibility splays onto Longsight Road. Traffic may be travelling below the maximum speed limit, and shorter visibility splays may be accepted. However this would need to be supported through data obtained by an automated seven day survey carried out 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.

Whilst the re-location of the access more centrally to the plot may provide improved visibility to that from the existing access, adequate visibility splays as outlined above will still need to be demonstrated/provided as there will be an increase in vehicle movements from those generated by the existing two bed dwelling.

A suitably scaled drawing demonstrating that adequate visibility splays can be achieved from the new access should be submitted. This should also include the correct geometry of the road layout.

### **Car & cycle parking**

The highway authority considers that at least three adequately sized car parking spaces should be provided for a dwelling with four or more bedrooms, plus one for the annexe, so that at least four spaces should be provided overall.

A single storey attached garage is proposed, which is adequately sized internally to provide two car parking spaces, secure storage for at least two cycles and at least one electric vehicle charging point. At least three further car parking spaces can be provided on the hardstanding at the front of the dwelling. Therefore an adequate level of parking can be provided within the site.

The electric charging point 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.

The internal layout proposed will allow vehicles to enter and leave the site in forward gear.

### **Refuse storage & collection**

Adequate refuse bin storage should be provided on site which does not obstruct any parking or internal manoeuvring areas. A dedicated bin store is proposed at the side of the garage. There should also be level storage provision within the access for bins to be placed whilst awaiting collection so that bins do not obstruct access for vehicles.

### **Demolition & construction phases**

Whilst there are no formal Traffic Regulation Orders on Longsight Road outside the site to prevent or restrict parking, given the site's proximity to the signalised crossroads, approximately 111m to the West, together with the high traffic volumes along Longsight Road a Construction Method Statement including site plan will need to be submitted. This should demonstrate that the development can be carried out without having a detrimental

impact on the surrounding highway network and its users. This can be controlled by condition.

**Initial conclusion**

Based on the information submitted to the date of this letter Lancashire County Council acting as the highway authority does not consider that the applicant has demonstrated that the development complies with Paragraph 115 b) ('a safe and suitable access to the site can be achieved') and is not contrary to Paragraph 116) 'an unacceptable impact on highway safety') of the NPPF. Therefore the authority considers that there are sufficient grounds to raise an objection as set out by the NPPF.

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. A plan showing the widened access should also be submitted.

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, which the highway authority would provide.

Janet Simpson  
Assistant Engineer  
Highways and Transport  
Lancashire County Council