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Your ref: 3/2026/0306
Our ref: D3/2026/0306
Date: 19 May 2026

For the attention of Ben Taylor

Planning Application No: 3/2026/0306

Grid Ref: 377278 446640

Proposal: Permission in principle application for erection of a single dwelling.

Location: Land to the west of The Croft, Sawley Road, Grindleton BB7 4RT

Having reviewed the documents submitted Lancashire County Council acting as the highway authority makes the following comments.

Permission in Principle

Principle matters

The scope of Permission in Principle is limited to location, land use and amount of development. In highway terms consideration needs to be given to whether this site is a suitable location for housing regarding the accessibility of services, facilities and whether this site is acceptable with specific regard to the effect of its location on highway safety and the ability to provide a safe and suitable access.

Location

The site is located rurally adjacent to a small cluster of other residential properties. The nearest bus stop is located on Sawley Road outside Bowland High School, approximately 577m from the site, which exceeds the recommended acceptable walking distance of 400m but below the preferred maximum of 800m. Sawley Road is a high speed road with no footways and is unlit. Only one commercial bus service operates on this route (C3 Clitheroe – Sawley circular) which is a two hourly daytime service Monday – Saturday only. The occupants of the proposed development would likely be reliant on the private car due to the limited alternative modes, which is contrary to the guidance in the NPPF regarding sustainability, including paragraph 155 c).

The Submitted Supporting statement refers to an appeal decision for a Permission in Principle application on land South of Chatburn Old Road, Chatburn (Planning application 3/2025/0414 and Appeal Decision APP/T2350/W/25/3372635 refer). It draws comparison with the site and development now applied for and that there are similarities between the two sites in terms of accessibility and sustainability. Furthermore it proposes that the Planning Inspector's assessment that future occupants of the Chatburn Old Road development would not 'be wholly reliant on the use of a private vehicle' due to the site's accessibility to services and facilities would apply equally to this site on Sawley Road.

The highway authority refutes this assessment as Chatburn Old Road is a dead end and subject to a maximum speed limit of 30mph. Traffic is likely to be travelling below this maximum speed due to the amount of on-road parking which effectively reduces the carriageway width to one vehicle along sections. There are no footways, but the first section of road is lit with a higher

Lancashire County Council

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number of properties along its length creating an urban setting. There are also a wider range of facilities available in Chatburn serving general day-to-day needs, all accessed via footways from the junction of Chatburn Old Road and Bridge Street, thereby reducing the reliance on private vehicles. The nearest bus stop on Ribble Lane is also much closer, being approximately 315m distance.

Site access

There is an existing gated access to The Croft off Sawley Road, which is a classified road (C571) subject to a maximum speed limit of 60mph outside the site, and bounded on both sides by high hedges. This access is proposed to be used for the new dwelling with access provided off the internal driveway leading to The Croft.

Technical details stage

If Permission in Principle is granted there are a number of matters that would need addressing at the technical details stage. These include, but are not exclusive to, the following.

Site access

The existing access is currently only wide enough for one vehicle. This will need to be widened to a minimum of 5m to allow two vehicles to pass within the entrance. This width will need to be maintained for at least 5m into the site so that no vehicle or part of it projects out into the carriageway. Due to the high hedge line on both sides of the access 45° visibility splays will need to be provided.

The internal access will need to be surfaced in a bound porous material for the first 5m into the site from the nearside carriageway edge to ensure that loose surface material is not carried onto the public highway network. The access should also be designed so that surface water does not flow from the site onto the public highway network.

The construction of the amended access will need to be carried out under an appropriate legal agreement with Lancashire County Council as the highway authority.

In addition, the access should remain ungated or set back at least 5m into the site from the nearside carriageway edge to allow vehicles to wait off the carriageway whilst any gates are opened or closed.

Visibility splays

As previously stated, Sawley Road is subject to a maximum speed limit of 60mph outside the site. For a road with a speed limit of 60mph a Stopping Sight Distance (SSD) of X 2.4m by Y 210m should be provided in both directions (DMRB), with nothing over 0.9m above the carriageway level within the visibility splays. As there is no footway on Sawley Road the splays can be offset by 0.5m from the nearside carriageway edge.

Traffic may be travelling below the maximum speed limit, and a shorter SSD may be accepted. However this 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.

If adequate visibility splays cannot be demonstrated then the highway authority will raise an objection as the intensification in use of an access with sub-standard visibility splays would be contrary to Paragraphs 115 b) (a safe and suitable access can be achieved for all users) and 116 (unacceptable impact on highway safety) of the NPPF.

Site layout

A Proposed Site Plan (Drawing 2) has been submitted which the highway authority has considered indicative only. A detailed plan would need to be submitted at Technical Details Stage if Permission in Principle is granted

Car & cycle parking

As no detailed floor layout plans have been submitted at this stage and the site layout plan is only indicative the following comments regarding car and cycle parking provision should be noted.

- Provide off-road car parking for the dwelling at the following levels. One space for a one bed dwelling, two spaces for two – three bedrooms and three spaces for four and above bedrooms. There should also be adequate internal manoeuvring space to allow vehicles to enter/leave the site in forward gear without having to make multiple manoeuvres.
- Parking spaces should have minimum dimensions of 5m x 2.4m, or 2.6m if adjacent to a wall, fence or hedge. A minimum of 6m manoeuvring area should be provided from the back of the parking space.
- Where a parking space provides joint pedestrian and vehicular access this must be a minimum of 3.2m wide.
- Provide secure, covered cycle parking for at least two cycles.
- Provide an electric vehicle charging point for the dwelling with a minimum power rating output of 7kW to be fitted with a universal socket that can charge all types of electric vehicles.
- To count as one parking space single garages should have minimum internal dimensions of 6 x 3m. This size of garage can also provide secure storage for two cycles and an electric vehicle charging point. Double garages should have minimum internal dimensions of 6 x 6m.

The parking and manoeuvring for the proposed dwelling should not affect or reduce that for The Croft.

Refuse collection

An off-road refuse bin collection area should be provided within the access where any bins stored awaiting collection would not obstruct access nor visibility to or from the site.

Construction phase

A Construction Method Statement (CMS) including site plan will be required as this is a previously undeveloped garden area. There is also limited to no capacity for on-road parking outside the site on Sawley Road, and the site is close to Bowland High School. As this is a greenfield site the CMS should include provision for wheel washing facilities and mechanical road sweeping. The CMS would need to demonstrate that the development can be constructed without having a detrimental impact on the surrounding highway network and its users.

Janet Simpson
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Lancashire County Council