

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

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2026/0477
Our ref: D3/2026/0477
Date: 6 August 2026

For the attention of Lucy Walker

Planning Application No: 3/2026/0477

Grid Ref: 365590 430836

Proposal: Proposed refurbishment, partial demolition and extension to existing dwelling.

Location: Moorcot, Nickey Lane, Mellor BB2 7HF

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 does not raise an objection in principle regarding the proposed development and concludes that there are no highway grounds to support an objection as set out by NPPF. However, the following initial comments should be noted and further information/clarification provided.

Comments

Proposal

The proposed development (partly retrospective) is for the refurbishment, partial demolition and extension to the existing dwelling. The number of bedrooms will remain unchanged at four.

Development layout

There appear to be some discrepancies across the documents submitted. These include:

- The Proposed East Elevation plan (drawing 1816-08) shows the two separate garages doors as on the existing elevation plan. However the Proposed Floor Layout (drawing 1816-06) shows a pedestrian doorway which is not shown on the elevation plan, nor does it show the garage doors opening. Are the garage doors being retained purely from an aesthetic point of view rather than functional?
- The front wall, which was previously the garage wall, also appears to have been set back into the site to increase the area of hardstanding in front. Is this correct? Is this going to be a partial car port?

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- The Proposed Site Plan shows the two parking spaces internal, but the Proposed Floor Plan shows these as external.
- The front boundary wall between the hardstanding and the footway in front of No 22 is not shown on the existing or proposed floor plans, nor on the existing or proposed site plans. This needs to be shown on all the plans. If this wall is within the applicant's ownership then the highway authority recommends that this is reduced in height by one and half courses of bricks to improve visibility to and from the hardstanding. The applicant should also confirm whether this is going to be reduced in length.

Car parking

As noted earlier in this response the number of bedrooms will remain unchanged at four for which three adequately sized car parking spaces should be provided. There is no capacity for on-road parking as vehicles would reduce the carriageway width to a single vehicle.

The highway authority considers that three adequately sized parking spaces can be provided, subject to confirmation of the parking layout as requested above.

Both the off-road parking areas on either side of the front of the property need to be paved in a bound porous material to prevent loose surface material from being carried onto the carriageway. In addition, any surface water should be collected across the front of the hardstanding areas and drained to a suitable internal outfall to prevent it from discharging onto Nickey Lane.

Surface water drainage

Currently rainwater from the garage roof and the extension roof behind the garage are piped and discharge directly onto the highway. The downspout from the porch roof also allows water to discharge onto the highway. Rainwater/surface water should not be allowed to discharge onto the adjacent publicly maintained highway network. (Section 163 of the Highways Act 1980 - Prevention of water falling on or flowing on to the highway refers.)

A surface water drainage scheme needs submitting to show how surface water will be collected and drained to suitable outfalls within the curtilage and not discharge nor drain onto the adjacent highway. This can be controlled by condition.

Initial conclusion

Following the receipt of the further information and clarification requested the highway authority will provide further comments, including any highway-related conditions it considers necessary.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council