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Your ref: 3/2026/0486
Our ref: 3/2026/0486/HDC/KW
Date: 30 July 2026

Location: Land to the South of End House Cottages (off A59) Main Street
Gisburn BB7 4HW
Proposal: Permission in principle application for up to 6 dwellings.
Grid Ref: 383348 448975

Dear Emily Pickup

With regard to your consultation letter dated 9 July 2026, I have the following comments to make based on all the information provided by the applicant to date..

Summary

The Local Highway Authority's advice is that the residual cumulative impacts of the principle of development are severe in accordance with the National Planning Policy Framework and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

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 6 dwellings at Land to the South of End House Cottages (off A59), Main Street, Gisburn.

Planning history

The LHA have been unable to locate any existing planning application history for the site and are aware the site does not form part of the Ribble Valley Borough Council's Housing and Economic Development DPD. The LHA is aware that Ribble Valley Borough Council are currently in the process of providing a new Local Plan which may include additional sites.

Site Access

The site is currently accessed from the western boundary, along a private shared access lane. The private shared access lane also serves 3 dwellings and a stud farm. It is noted that the shared access is not within the red edge boundary.

Whilst detailed access arrangements have not yet been submitted, the Local Highway Authority considers that the development has not demonstrated that a safe and suitable

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vehicular access can be achieved onto Main Street. Main Street is classified as the A59 and subject to a 30mph street limit fronting the site. Main Street is the nearest highway, maintained at public expense, which is located adjacent to the south of the site.

This is primarily due to the site's position on the inside of a bend, where the alignment of the highway is likely to restrict visibility. There are also concerns regarding vehicle speeds on Main Street fronting the site regarding poor speed compliance within the 30 mph speed limit due to the close proximity of the national speed limit. Consequently, any proposed access would need to demonstrate visibility splays in line with vehicle speeds on Main Street, and there is currently insufficient evidence to indicate that these can be achieved.

The site is also located in close proximity to an existing priority junction to the west, which serves a private access road. The introduction of an additional junction in this location could increase the potential for conflict between turning movements and adversely affect the safe and efficient operation of the highway network.

In the absence of evidence demonstrating that appropriate visibility standards and junction spacing can be achieved, the proposal fails to demonstrate that a safe and suitable means of access can be provided.

As the LHA is of the opinion that adequate visibility splays and junction spacing cannot be achieved and have not been robustly demonstrated the highway authority will maintain its objection to any future planning applications, including a Technical Details Consent submission, as it will consider that the development would be contrary to Paragraphs 115 b) (safe and suitable access for all users) and 116 (unacceptable impact on highway safety) of the National Planning Policy Framework.

Should the applicant wish to pursue development of the site, the LHA would require the submission of a traffic speed survey undertaken by a suitably qualified and approved specialist.

The survey should identify the 85th percentile vehicle speeds in both directions, together with traffic flows, vehicle classifications and the speeds of vehicles passing the proposed site access. The raw data shall also be made available for review by the LHA. The survey should be undertaken over a continuous seven-day period during a neutral month (April, May, June, September or October) and should avoid school holiday periods, extreme weather conditions and any other anomalies which may influence traffic conditions and result in unrepresentative data.

Any visibility splays submitted in support of a future application should be based on the recorded 85th percentile vehicle speeds and must be provided entirely within land under the applicant's control and/or the adopted highway. The visibility splays shall be maintained free from obstruction, with no structures, vegetation or other features exceeding 0.9 metres in height above the adjacent carriageway level.

There is a potential for the development traffic to use the existing privately maintained access with improvements, subject to the applicant having suitable vehicular access rights over the land. However, similarly to the advice above the applicant must demonstrate adequate visibility splays at the existing access, as they are currently sub-standard.

Furthermore, given the absence of continuous pedestrian infrastructure in the vicinity of the site, the LHA would expect any future proposal to incorporate a minimum 2-metre-wide footway linking the development to the existing pedestrian network terminating at the junction of Main Street and Strawberry Gardens, thereby providing a safe route for pedestrians.

Transport Statement

Notwithstanding that we would raise an objection to the proposal, 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.

Internal Layout

Notwithstanding that we would raise an objection to the proposal, for completeness, should the application be granted, we would make the following comments. 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

Again for completeness 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 secure cycle storage.

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.

For development proposals where construction will take place over or adjacent to a watercourse the applicant need be aware that under the Land Drainage Act 1991 consent is required from the Lead Local Flood Authority for works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Consent must be obtained before works are started on site as it cannot be issued retrospectively. For those private streets that are intended to be offered for highway adoption it should be noted that the Highway Authority will not adopt streets that have been subject to unconsented watercourse works. Developers should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. Information on the application process and relevant forms can be found here:

<https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse>

Sustainable Transport

The LHA are aware that the site's closest bus stops are located within acceptable walking distances on Main Street. The bus stops are served by Service 280, which provides connections between Preston and Skipton.

There are a few local amenities within Gisburn village which can be reached on foot, including a restaurant, a public house, places of worship, a primary school and a petrol filling station. However, while opportunities for sustainable travel exist, the LHA considers that the site is likely to exhibit a high degree of reliance on the private car, particularly for trips beyond the immediate local area such as to supermarkets.

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.

Conclusion

The Local Highway Authority has carefully considered the principle of development and concludes that the proposal has failed to demonstrate that a safe and suitable means of access can be achieved in accordance with the National Planning Policy Framework.

The site occupies a constrained position on the inside of a bend on Main Street and in close proximity to an existing priority junction serving a private access road. No evidence has been provided to demonstrate that visibility splays commensurate with prevailing vehicle speeds can be achieved, nor that the introduction of a further junction in this location would not adversely affect highway safety or the efficient operation of the local highway network.

There is a potential for the development traffic to use the existing privately maintained access with improvements, subject to the applicant having suitable vehicular access rights over the land. However, similarly to the advice above the applicant must demonstrate adequate visibility splays at the existing access, as they are currently sub-standard.

Accordingly, the Local Highway Authority maintains that the proposal has not demonstrated compliance with Paragraphs 115 and 116 of the National Planning Policy Framework and considers that the residual cumulative impacts of the development would be severe. The Local Planning Authority is therefore advised to refuse the application on highway and transportation grounds.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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