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Your ref: 3/2026/0488
Our ref: 3/2026/0488/HDC/KW
Date: 14 August 2026

Location: Land to the rear of The Nook Snodworth Road Langho BB6 8DR
Proposal: Erection of 6 dwellings with associated access and landscaping.
Grid Ref: 370744 433584

Dear Lucy Walker

With regard to your consultation letter dated 13 July 2026, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Summary

The Local Highway Authority's advice is that the residual cumulative impacts of the 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

The Local Highway Authority advise the following reasons for refusal:

1. The proposal, if permitted, would lead to the intensification of use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 115 and 116 of Chapter 9 of the National Planning Policy Framework.
2. The proposal, if permitted, would lead to pedestrian movements on the highway, which has no separate footway provision and is subject to the national speed limit. The proposal therefore is not in the interests of highway safety and contrary to paragraph 116 of Chapter 9 of the National Planning Policy Framework.

Introduction

The Local Highway Authority (LHA) are in receipt of a planning application for the erection of 6 dwellings with associated access and landscaping at Land to the rear of The Nook, Snodworth Road, Langho, BB6 8DR.

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Site Access

The LHA are aware that the site has two existing access points. One access is located on Snodworth Road, an unclassified road, subject to a 30mph speed limit. The other access is located off York Lane, the C547, which is a classified road, subject to a 30mph speed limit. Both access points also form access to Public Right of Way, FP0306022, which runs along the length of the site

The proposal will retain both access points but remove the through route which currently exists between both roads; this will result in two of the proposed dwellings and the existing dwelling (The Nook) being accessed from Snodworth Lane. York Lane will provide access to the other 4 proposed dwellings.

The application puts forward a number of access improvements at the access points. This includes widening the access onto Snodworth Road from a width of 3.2 metres to 4.3 metres and the access onto York Lane from a width of 3.7 metres to 4.8 metres.

Notwithstanding the improvements proposed at the site access points, the LHA is of the opinion that an access serving multiple dwellings must have a minimum width of 4.8m which cannot be provided at the access onto Snodworth Road due to land ownership constraints.

New or altered access points onto the highway, maintained at public expense, must be surfaced in a hardstanding material supported by drainage which is discharged into a suitable internal outfall to ensure no surface water is discharged onto the network. Any proposed gates should also be set back at least 5 meters into the site from the highway.

In order to establish the required visibility splays at both access points 7-day automated traffic counts (ATCs) were commissioned on both Snodworth Road and York Lane, between Thursday 26th June and Wednesday 2nd July 2025. The survey found that the 85th percentile of traffic speeds was 28.6mph Northbound and 28.9mph Southbound on Snodworth Road. As per guidance as set out in Manual for Streets, the LHA would expect visibility splays to be provided in line with the results of the survey on Snodworth Road which is 2m behind the carriageway edge for 40 meters in both directions.

The results of the survey for York Lane found that the 85th percentile of traffic speeds was 25.8mph Eastbound and 26.1mph Westbound. As per guidance as set out in Manual for Streets, the LHA would expect visibility splays to be provided in line with the results of the survey on York Lane which is 2m behind the carriageway edge for 35 metres in both directions.

However, a review of the visibility splays shown on drawing 4889-F02, Revision A shows that the access onto Snodworth Road can provide visibility of 28.6 metres to the North and South 28.9 metres to the South. Splays in both directions have also been off set by a meter in aim to achieve the longer distance. The splays as shown result in a shortfall of 11.4 metres to the North and 11.1 metres to the South than what is required by the LHA.

Similarly, visibility splays have been shown on drawing 4889-F02, Revision A at the access onto York Lane. The drawing shows that visibility to the East is shown for 25.9 meters and to the West visibility is shown to 26.1 meters. As mentioned above the LHA

would expect visibility splays to be provided in line with the results of the survey on York Lane which 35 metres in both directions. Whilst visibility to the East has a short fall of 9.1 meters and a short fall of 8.9 meters to the West.

On site observations found that both access points rely on third-party land in order to achieve the splays as detailed above; as such, in reality the achievable visibility splays are likely to be much lower than is stated within the drawings as the applicant cannot control obstructions which fall within neighbouring properties. There is currently walls and vegetation within third-party land that obstruct the view of users on the network, meaning at both access points drivers are required to edge out into the carriageway in order to observe users already on the network. This poses a significant risk not only to vehicles exiting the access points but also to those on the network, including within the shared space carriageways between vehicles and pedestrians.

Consequently, the proposal would intensify the use of both access points that lacks adequate visibility, posing significant highway safety concerns and contravening paragraphs 115 and 116 of the National Planning Policy Framework. Secondly, the access from Snodworth Road would serve multiple dwellings but cannot achieve the minimum required width of 4.8 metres which would support two way vehicle movement. The proposed widening to 4.3 metres remains substandard, and no further improvement is possible due to land ownership constraints. Consequently, the access would not provide an acceptable standard for the level of development proposed.

Internal Layout

The LHA understands the site is made up of two private access roads which lead to 3 dwellings (two proposed dwellings and the existing dwelling) from Snodworth Lane and 4 new proposed dwellings from York Lane. Both private access roads have a turning head and swept path analyses are provided to show turning within.

There are three dwelling types proposed across the site. House Type A (Plot 6) is a 4 bedroom dwelling with an integrated garage. However, the garage does not meet the recommended internal dimensions of at least 6m long and 3m wide and as such cannot be considered acceptable to provide a parking space and an additional space should be provided elsewhere. A 4 bedroom dwelling should be supported by 3 off street parking spaces.

The recommended minimum internal dimensions for a single garage size is 6m in length and 3m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm).

House type B (plots 1, 3, 4 and 5) forms a 4 dwellings dwelling with an integrated garage; the garage measures 7m long and 3.6m wide and as such meets the recommended internal measurements for a garage to provide parking.

House Type C (Plot 2) also forms a 4-bedroom dwelling with an integrated garage; the garage measures 6.2m long and 4.5m wide and as such meets the recommended internal measurements for a garage to provide parking.

The LHA has reviewed the off-street parking provisions as shown on drawing number 20102, Revision P04. The proposed 6 dwellings are all supported with 2 off street parking spaces provided within private driveway arrangements. When considering the parking provisions provided across the site within the private driveway arrangements and the proposed garages Plots 1,2,3,4 and 5 appear to have parking provisions in line with the LHA parking standards as defined in the Joint Lancashire Structure Plan. The existing dwelling also appears to retain

However, there is a concern that Plot 6 is not provided with adequate parking provisions due to the garage not measuring an appropriate length to provide parking, and whilst the private driveway arrangement could support parking for 3 vehicles, this would not allow for vehicles to turn and could result in vehicles needing to reverse 30m to the turning head to allow vehicles to exit the site in forward gear.

The applicant has also not provided any refuse collection details, given the private internal arrangements, refuse collection will be taken from the highway, maintained at public expense, there is concerns that this will result in a number of bins being placed either within the access points or the adopted highway on bin collection days. The LHA has concerns regarding this because this could block access to the Public Right of Way, limit visibility or obstruct the road network. Some of the dwellings within the site will be required to transport refuse collection 80m from their dwellings to the network on collection days, there are concerns that because of this distance bins may be left at the access points for longer than necessary.

Sustainability

The LHA are aware that the site's closest bus stops are on Main Street. The site is situated approximately 750m from the closest bus stops which is outside the LHA's preferred walking distance of 400m. The bus stops are served by Service 22, which provides connections between Clitheroe and Shadsworth.

There are a few local amenities within Lango village, including St Mary's Roman Catholic Primary School, although given the absence of continuous footway provisions between the site and the village, the LHA considers that the site will exhibit a high degree of reliance on the private car. The existing sections of footway between the site and Lango village are also limited in width in sections, making these routes challenging for vulnerable road users such as wheelchair users. Where there is a lack of provisions, there is also limited opportunity to provide connecting footways due to network constraints.

Public Right of Way

Please note that there is a Public Rights of Way's (FP0306022) through the application site which must not be obstructed during the proposed developments. 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.

Conclusion

Having reviewed the proposal and supporting information, the Local Highway Authority is of the opinion that the development fails to demonstrate acceptable visibility splays and safe pedestrian movement on the nearby network. Although improvements are proposed to both site access points, neither access can achieve the visibility splays required based on observed vehicle speeds, with significant shortfalls identified on both Snodworth Road and York Lane when considering visibility both as shown within the drawings and on site observations. Furthermore, the required visibility relies on third-party land outside the applicant's control, meaning that safe and permanent visibility cannot be guaranteed. As a result, drivers exiting the site would continue to experience restricted visibility, creating an unacceptable risk to both motorists and pedestrians on the network.

The access serving The Nook and two proposed dwellings from Snodworth Road is also substandard in width and cannot achieve the minimum 4.8m required to safely accommodate two-way vehicle movements due to land ownership constraints. In addition, concerns remain regarding the adequacy of parking provision for Plot 6, the absence of a satisfactory refuse collection strategy, and the likelihood of refuse storage adversely affecting access, visibility, and the adjoining Public Right of Way.

The site is also located in a relatively unsustainable position, with limited pedestrian infrastructure, no continuous footway connections to local services, and bus stops. Consequently, future residents would be heavily reliant on private vehicles, as pedestrian movements would take place along narrow roads without dedicated footway provision.

For these reasons, the proposal would result in an intensified use of substandard access points, increased highway safety risks for both vehicular and pedestrian users, and would not provide a safe or suitable access arrangement for the scale of development proposed. The development is therefore considered contrary to Paragraphs 115 and 116 of the National Planning Policy Framework.

Yours sincerely
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