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Your ref: 3/2026/0603
Our ref: D3/2026/0603
Date: 18 August 2026

For the attention of Lucy Walker

Planning Application No: 3/2026/0603

Grid Ref: 367150 433327

Proposal: Permission in principle application for two detached dwellings.

Location: Land adjacent to Fernhill, Ribchester Road, Clayton le Dale BB1 9EG

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 acceptable with specific regard to the effect of its location on highway safety, the ability to provide a safe and suitable access and the accessibility of services and facilities.

Site planning history

3/2026/0042 - Outline application for the proposed erection of two dwelling houses with access applied for. Refused, including on highway safety grounds.

Location

The site is located rurally and is an agricultural field to the south of the property called Fernhill. The development would be accessed from Ribchester Road (B6245), which is a two-way, classified road subject to a maximum speed limit of 30mph. It is the same site as that submitted for the above outline application.

Site accesses

There is an existing field gate at the eastern corner of the site where the ground levels and gradient are less steep than across the rest of the frontage.

A Proposed Site Plan (Drawing 11) has been submitted. However, as the principle of development only is being applied for the highway authority considers the layout as indicative only.

Visibility splays

As noted previously, the development would be accessed from Ribchester Road (B6245), which is a two-way, classified road subject to a maximum speed limit of 30mph. For a road with a speed limit of 30mph visibility splays of 43m in both directions from each access will be required. Visibility splays should be measured to the nearside carriageway edge on Ribchester Road and nothing over 0.9m in height above the carriageway level should be within the visibility splays. 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.

Based on the above criteria, and the indicative Proposed Site Plan submitted, the highway considers that adequate visibility splays cannot be achieved, with splays from both access points being over third party land and hence out of their control. Unless and until adequate visibility splays have been demonstrated from the site, which may require the access points being re-located, the highway authority will object to any application.

Traffic may be travelling below the maximum speed limit, and shorter visibility splays may be accepted. However these 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.

Sustainability

The site is not in a sustainable location. The nearest bus stop is approximately 250m to the north west of the site and is served by one subsidised service (No 45 – Preston – Blackburn) which operates an hourly service Monday – Saturday and a two hourly service on Sundays/Bank Holidays. Three school bus services also use this stop. Whilst the stop is within acceptable walking distance of the site there is no connecting full width footway. This would force pedestrians to walk in the carriageway, which is a highway safety issue, particularly as Ribchester Road carries a high volume of traffic. The low frequency of buses and the lack of connectivity to the site will mean that future occupants will be reliant on the use of private vehicles. The highway authority therefore considers that the development would be contrary to Paragraph 115 b) of the NPPF in that a 'safe and suitable access to the site' cannot 'be achieved for all users'.

The authority also considers that development of the site would be contrary to Paragraph 155 c) of the NPPF. It is not in a sustainable location as there are no local amenities and facilities within acceptable walking distance of the site, with suitable pedestrian routes not being available, as outlined in the previous paragraph.

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 accesses

Two new vehicle access points are proposed from the site onto Ribchester Road. Site plans will be required based on measurements taken on site and not based on the OS layer. The Proposed Site Plans submitted (Drawings 06A and 11) show a footway/verge of up to 2m wide across the site frontage. The revised plans must show the correct width

of the service verge, which is narrower. Plans must also show the locations of highway gullies and street lighting columns across the site frontage and immediately adjacent.

Site section plans

Site section and cross section plans will need to be submitted to demonstrate how appropriate accesses will be constructed given the level differences between the carriageway on Ribchester Road and the site, which slopes up from the road. Existing and proposed site level drawings should be submitted.

The accesses will need to be constructed so that there is not a steep gradient to the driveways. The accesses will need to be surfaced in a bound material for at least 5m into the site from the back edge of the service verge. Surface water would also need to be collected across the front of the accesses and drained to suitable internal outfalls to prevent surface water from discharging onto the public highway network.

The construction of the accesses will 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 accesses to an appropriate standard, the relocation of any highway gullies out of the access points onto Ribchester Road and a street lighting assessment.

Conclusion

Lancashire County Council acting as the highway authority does not consider that the site is in a sustainable location meaning that future occupants would be reliant on the use of private vehicles.

Whilst the principle of development only is being dealt with by this application the authority re-states its position that, should permission be granted and a technical details consent application is submitted, if adequate access arrangements and visibility splays cannot be demonstrated then the authority will raise an objection.

Janet Simpson
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Highways and Transport
Lancashire County Council