

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2023/0107  
Our ref: D3.2023.0107  
Date: 6<sup>th</sup> February 2023

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2023/0107**

Address: **Overdale York Lane Langho BB6 8DT**

Proposal: **Proposed demolition of existing dwelling and erection of replacement dwelling with entrance gates and walls.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

### **Summary**

#### **No objection subject to conditions**

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition of an existing dwelling and erection of a replacement dwelling at Overdale, York Lane, Langho.

The LHA are aware of the most recent planning history at the site, with it being listed below:

3/2022/1127- Variation of Condition 2 (Plans) of previous variation application 3/2021/0567. Proposed substitute house type design. Withdrawn 20/01/2023.

#### **Lancashire County Council**

Director of Highways and Transport  
PO Box 100, County Hall, Preston, PR1 0LD

3/2021/0567- Variation of Condition 2 (Plans) of planning application 3/2020/1103. Permitted 09/07/2021.

3/2020/1103- Proposed replacement dwelling. Permitted 02/03/2021.

### **Site Access**

The LHA are aware that the dwelling will continue to be accessed off York Lane which is a C classified road subject to a 30mph speed limit.

The LHA have reviewed SPA drawing number 6767-P05 Rev F titled "Proposed Site Plan and Entrance Gates Elevations" and are aware that the existing access will be widened to a width of 6.9m as part of the application.

The LHA have no objection to this, but the LHA require the Applicant to apply for a dropped kerb application to widen the access. The LHA also inform the Applicant/ Agent that should the existing streetlight be deemed too close to the proposed access extension, then the streetlight would need to be relocated at the full cost of the Applicant.

The LHA have further reviewed the drawing and are aware that the proposed access gate will be setback a minimum distance of 5m from the public highway which complies with the LHAs guidance.

However, since the access has been extended the LHA will condition that a vehicular visibility splay drawing showing that the access can provide visibility splays of 2m x 43m in both directions can be provided.

### **Highway Safety**

There have been no Personal Injury Collisions recorded within the vicinity of the site and therefore the LHA have no pre-existing highway safety concerns.

### **Internal Layout**

The LHA have reviewed SPA drawing number 6767-P05 Rev F titled "Proposed Site Plan and Entrance Gates Elevations" and are aware that a minimum of 3 car parking spaces will be provided for the 4-bed dwelling which complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

### **Conditions**

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that

construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on SPA drawing number 6767-P05 Rev F have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2 metres by 43 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary. The gates shall then open away from the highway only.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2021).

5. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with SPA drawing number 6767-P05 Rev F. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. Prior to the first occupation the dwelling shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel.

7. The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local

Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

**Informatives**

This consent requires the construction, improvement or alteration of an access to the public highway. A list of approved contractors only, can undertake the approved works under the Highways Act 1980 Section 171. Before any work begins at the site, please contact [highways@lancashire.gov.uk](mailto:highways@lancashire.gov.uk) for the list of approved contractors and to start the section 171 process.

Yours faithfully

  
Assistant Engineer  
Highway Development Control  
Highways and Transport  
Lancashire County Council