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Your ref: 3/2024/0782  
Our ref: 3/2024/0782/HDC/KW  
Date: 08 January 2025

**Location:** Barn at Lower Hud Lee Farm Longridge Road Hurst Green BB7 9QW  
**Proposal:** Retrospective application for the erection of a new building and proposed use as a single dwelling, together with new driveway and residential curtilage.  
**Grid Ref:** 366831 438350

Dear Maya Cullen

With regard to your consultation letter dated 10 December 2024, I have the following comments to make based on all the information provided by the applicant to date.

### Summary

The Local Highway Authority 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 advises 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 the National Planning Policy Framework.
2. The proposal, if permitted, would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 116 of the National Planning Policy Framework.

### Introduction

The Local Highway Authority (LHA) are in receipt of a retrospective application for the erection of a new building and proposed use as a single dwelling, together with new driveway and residential curtilage at Barn at Lower Hud Lee Farm Longridge Road Hurst Green BB7 9QW.

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PO Box 100, County Hall, Preston, PR1 0LD



The LHA are aware of the relevant planning history of the site with which is as follows:

3/2024/0813 - Proposed new double garage with residential annex above; increased hardstanding/parking area; new sewage treatment plant to discharge into watercourse; alterations to approved fenestration of single-storey extension and additional rooflights. Approved.

3/2024/0490 - Proposed new double garage with residential annex above; increased hardstanding/parking area; new sewage treatment plant to discharge into watercourse; alterations to approved fenestration of single-storey extension and addition of rooflights. Refused

3/2021/0592 - Proposed small enlargement of permitted extension and inclusion of 3 new window openings to the side elevation from previous granted planning application. Resubmission of 3/2020/1013. Approved.

3/2021/0472 - Non Material amendment of planning application 3/2020/1013. Proposed small enlargement and window openings to extension replacing the existing garage. Refused.

3/2020/1013 - Proposed alteration to existing flat roof garage into pitched living room and new detached garage with room above. Approved.

3/2018/1083 - Demolition of existing garage and construction of replacement garage structure; two-storey infill extension between house and new garage; single-storey infill extension to rear and external remodelling improvements to existing roofs. Withdrawn.

### **Site Access**

The LHA understands that the site is accessed via a privately maintained access track which utilises an existing access onto Longridge Road which is a B Classified Road, the B6243 and subject to a 40mph speed limit. The LHA is aware that the private access track serves a number of farms and dwellings and carries a bridleway, BW0303005.

The site access joins Longridge Road at an acute angle which is a concern as it restricts visibility and does not achieve the minimum visibility splays for a 40mph speed limit. The angle of approach to Longridge Road results in drivers needing to look back over their shoulder significantly to view the limited sightline. Drivers turning left out of the access towards Hurst Green are required to cross onto the opposing traffic lane which is a significant concern given the high vehicles speeds on Longridge Road.

The access is also limited in width, supporting only single vehicle movement. The LHA normally requires access to numerous dwellings and agricultural holdings to be a minimum of 6m wide for a distance of 10m behind the highway boundary. Therefore, the LHA are concerned that the proposal will intensify the use of a substandard access contrary to paragraphs 115 and 116 of the National Planning Policy Framework.

There is also a collision recorded on Longridge Road, 35m east of the site access, whereby a vehicle emerging from the layby with poor visibility collided with a passing vehicle resulting in a serious injury to the driver.



Given the nature of Longridge Road, the LHA also have concerns regarding vehicle speeds, while the road features a 40mph speed limit the road lacks self-enforcing measures and has rural characteristics. The LHA also have received reports concerning speeding along Longridge Road which reflect our concerns regarding speeding. A full assessment by the Lancashire Road Safety Partnership has been undertaken and unfortunately, this location is unsuitable for enforcement, due to the layout of the road.

Furthermore, the private access track leading from the access to the site is single-track in nature, has no footways or street light provisions and has limited passing places for the full duration of its length of approximately 660m. The access track also suffers from poor inter-visibility in places. As a result only one-way movements can occur for much of its length meaning that should vehicles meet then one of the vehicles will have to reverse until a passing place is found. This could create potential conflicts as well as create highway safety concerns, particularly for vulnerable users of the Bridleway. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 116 of the National Planning Policy Framework.

### **Internal Layout**

Notwithstanding the highway safety concerns outlined above, the following comments are included for completeness. The LHA have reviewed drawing number 0 5 titled Proposed Site Plan and are aware that the site complies with the parking guidance as defined in the Joint Lancashire Structure Plan.

### **Sustainability**

Given the rural nature of the site the LHA is of the opinion that all trips generated to and from the site is likely to occur by private car, given that there are no bus stops within acceptable walking distance to the site and local amenities such as shops are a significant distance away from the site. The surrounding highway network also has no access to streetlights and the private access track does not have access to segregated pedestrian facilities which could prevent pedestrians, out of daylight hours in particular, from walking to and from the site.

### **Public Right of Way**

Please note that there are Public Rights of Way's (BW0303005 and FP0303003) through the application site which must not be obstructed. 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](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin.

The applicant must be certain that they have private vehicular rights along these public paths before driving on it for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

### **Conclusion**

The Local Highway Authority (LHA) has conducted a comprehensive review of the retrospective application for a new building and its proposed use as a single dwelling at Lower Hud Lee Farm, Longridge Road, Hurst Green. The LHA has identified several



significant issues that warrant refusal on transport and highway grounds, in accordance with the National Planning Policy Framework (NPPF). Although the quantum of development is small, there are highway safety matters which are considered to result in a severe impact to highway safety.

The proposal would lead to increased use of the junction of the private access road and Longridge Road that currently lacks adequate visibility and does not comply with current standards contrary to paragraphs 115 and 116 of the NPPF. There are no opportunities to improve the junction due to the gradient and neighbouring dwellings. A recorded collision near the site and reports of speeding on Longridge Road highlight significant safety risks.

The access track to the site lacks sufficient width and passing facilities, posing significant safety concerns and failing to meet the standards outlined in paragraph 116 of the NPPF. The access track is narrow, supporting only single vehicle movement, and lacks footways and street lighting, which compromises safety for all users, including those on the bridleway.

The rural nature of the site means that trips are likely to be car-dependent, with no nearby amenities, and no street lighting on the access track. In light of these concerns, the LHA advises that the Local Planning Authority consider refusing the application due to the unsafe and substandard access conditions which do not comply with the NPPF.

Yours sincerely

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