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Your ref: 3/2025/0696  
Our ref: 3/2025/0696/HDC/KW  
Date: 23 September 2025

**Location:** Markhor Eaves Hall Lane West Bradford BB7 3JG  
**Proposal:** Proposed demolition of existing bungalow, to be replaced with the erection of a new dormer bungalow on existing site.  
**Grid Ref:** 373856 444865

Dear Ben Taylor

With regard to your consultation letter dated 16 September 2025, I have the following comments to make based on all the information provided by the applicant to date.

### 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 the existing bungalow, to be replaced with the erection of a new dormer bungalow on the existing site at Markhor, Eaves Hall Lane, West Bradford.

#### **Site Access**

The site is accessed from Eaves Hall Lane, which is an unclassified road, subject to a national speed limit. Eaves Hall Lane also makes up a Bridle Way, BW0344003.

The LHA have reviewed drawing number 7125 P06, Rev D, titled Proposed Site Plan and are aware that the access will be widened slightly. The extended access may require amendments to the existing vehicle crossing within the adopted highway. As such any amendments to the existing vehicle crossing will need to be constructed under a section 171 agreement of the Highways Act 1980. The proposal will also result in the existing gate posts and gates being replaced; the proposed gates sit at least 5m behind the carriageway edge, which is acceptable in this case.

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As the access falls towards the highway, surface water from the access and parking area should be collected within the site and drained to a suitable internal outfall.

### **Internal Layout**

The LHA have reviewed drawing number 7125 P06, Rev D, titled Proposed Site Plan and is aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The recommended minimum internal dimensions for a double garage are 6m in length and 6m 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). The proposed garage is acceptable in size to support 2 off-street parking spaces.

### **Public Right of Way**

Please note that there is a Bridle Way, BW0344003, close to the application site which must not be obstructed during the proposed development. 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 this public path before driving on it either during construction or 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.

### **Sustainability**

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. Therefore, the development shall include covered secure cycle to ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport. Given that the site includes a garage, cycle storage can be provided within the proposed double garage. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

### **Conditions**

1. The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved plan(s) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.  
**Reason:** To ensure the provision of adequate car parking on site and in the interests of highway safety.
2. Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within the garage.

**Reason:** to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

3. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
- 24 Hour emergency contact number.
  - Details of the parking of vehicles of site operatives and visitors.
  - Details of loading and unloading of plant and materials.
  - Arrangements for turning of vehicles within the site.
  - Measures to protect vulnerable road users (pedestrians and cyclists).
  - Wheel washing facilities.
  - Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
  - Measures to control the emission of dust and dirt during construction.
  - Construction vehicle routing.
  - Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

**Reason:** In the interests of the safe operation of the adopted highway during the demolition and construction phases.

4. For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

**Reason:** To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.

5. No building or use hereby permitted shall be occupied until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

**Reason:** To allow for the effective use of the parking areas.

6. 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.

7. All gates and associated mechanisms to be located outside the adopted highway and the gates to have physical restraints to prevent them from opening onto the adopted highway.

**Reason:** to ensure the adopted highway is not obstructed or becomes hazardous to other road users, in the interests of highway safety.

Informative notes:

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing [lhsstreetworks@lancashire.gov.uk](mailto:lhsstreetworks@lancashire.gov.uk)
- All references to public highway include footway, carriageway, and verge.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. 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.
- This 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.
- This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 171 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority on [highways@lancashire.gov.uk](mailto:highways@lancashire.gov.uk) to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

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