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Your ref: 3/2025/0758
Our ref: 3/2025/0758/HDC/KW
Date: 02 December 2025

Location: Land off Whalley Road Hurst Green (adjacent to Reed Deep BB7 9QJ)
Proposal: Proposed change of use of agricultural land to four no.1 bedroom holiday lodges, relocation of the site access, improvements to the public footpath and associated landscaping.
Grid Ref: 3689024 438046

Dear Maya Cullen

With regard to your consultation letter dated 20 November 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 change of use of agricultural land to four no.1 bedroom holiday lodges, relocation of the site access, improvements to the public footpath and associated landscaping at Land off Whalley Road, Hurst Green.

The LHA is aware of the recent planning history for the site. Planning application 3/2018/0685 for a change of use of agricultural land to D2 (assembly and leisure) and erection of eight holiday lodges with associated access, parking and landscaping. (resubmission of 3/2017/1213) which was refused. The applicant appealed the decision, which was subsequently dismissed under reference APP/T2350/W/19/3231274.

The applicant approached the LHA to undertake the pre-application service regarding a similar proposal in which advisory comments were provided on 26 September 2024.

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Site Access

The site is currently accessed from an existing field gate onto Whalley Road, the B6243, a classified road subject to a national speed limit. The proposed new access arrangements will result in the existing access being made redundant and the application will be required to permanently remove the access and reinstate the footway upon the formation of the new access.

A new access point, which sits to the East of the site, is proposed. The new site access is proposed at 5.5m wide with 2m wide footways which is acceptable for the nature of the site. The first 5m must be hard paved and constructed to LHA's specifications. The applicant undertook an automatic traffic count on Whalley Road, in proximity of the site between 8th – 14th March 2024, which showed that the 85th percentile of traffic speed was 41.5mph westbound and 43.8mph eastbound. This requires visibility splays of 2.4m x 119.8m to the west and 109.7m to the east.

The LHA has reviewed Drawing J32-8018-PS-001, Rev D which provides an acceptable visibility in line with the requirements above. Where the visibility splay crosses the boundary hedge, the hedge should be reduced in height to no more than 0.9m above the carriageway level. The boundary hedge which fronts Whalley Road would also benefit from being cut back due to its encroachment on the adopted footway to ensure the splays are clear and to support pedestrian movements.

There is also a continuous footway provided towards the village of Hurst Green along the southern side of Whalley Road. The proposal includes connectivity into the existing footway and provides 2m footway provisions on both sides of the access for approximately 5m into the site. This is acceptable to the LHA and supports footway provisions in line with inclusive mobility guidelines.

The formation of the new access and closing of the existing access will require the applicant to enter into a S278 agreement with Lancashire County Council. The Highway Authority reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Internal Layout

The internal road leading from the new site access is proposed at 5.5m wide with 2m wide footways which is considered necessary.

A turning head has been provided within the site and is supported by vehicle tracking information, for an 11.2m vehicle, as shown on drawing J32-8018-PS-002. This is acceptable, and shows refuse, emergency and delivery vehicles can enter and leave the site onto Whalley Road in forward gear.

Each holiday let has been provided with 1 car parking space, given that the holiday lodges are 1 bedroom each acceptable parking provisions are provided. Each holiday lodge also features secure cycle parking and an electric vehicle charging point.

Public Right of Way

There is a Public Right of Way (PRoW), FP0303059, that runs within the proposed development site. The proposed site layout will accommodate the PRoW on its existing alignment and therefore it will not need to be diverted or stopped up to accommodate the development. The applicant has proposed to provide a gravel surface and drainage along the PRoW. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section to discuss their proposal before any development works begin.

The development will also include an internal footpath to connects to the PRoW at the West of the Site.

Drainage

The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. For drainage strategies which are connecting to a watercourse, the Applicant needs to be aware that under the Land Drainage Act 1991 consent is required from the Lead Local Flood Authority for work within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Consent must be obtained before works are started on site as it cannot be issued retrospectively. Developers should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. Information on the application process and relevant forms can be found here: <https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse>

Sustainability

The nearest bus stops are located approximately 600m towards Hurst Green, Bus service 5 Clitheroe - Chipping runs along Whalley Road past the site Mon-Sun at hourly intervals.

The site provides sustainable transport options to actively encourage and support sustainable transport use. Including secure cycle storage and electric vehicle charging points to further encourage sustainable travel choices. Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, states charge points must deliver a minimum power output of 7 kW and be equipped with a universal socket capable of charging 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. Secure cycle storage suitable for 8 bicycles shall be provided within the development.
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 and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

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

5. No part of the development hereby approved shall be utilised until all the highway works (creation of the new access, reinstatement of the redundant access and connectivity to the existing footway) have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

6. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 10m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

7. The proposed access shall be constructed to a minimum width of 5.5 meters and this width shall be maintained for a minimum distance of 10 meters measured back from the nearside edge of the carriageway.

Reason: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users.

8. No building use hereby permitted shall be commence until visibility splays 2.4 metres back from the centre line of the access and extending 120m to the west and 110m to the east has been provided at the access, as shown on the approved plans. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

9. 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.

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
- 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, 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.

- For drainage strategies which are connecting to a watercourse, the Applicant needs to be aware that under the Land Drainage Act 1991 consent is required from the Lead Local Flood Authority for work within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Consent must be obtained before works are started on site as it cannot be issued retrospectively. Developers should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. Information on the application process and relevant forms can be found here: <https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse>
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Control Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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