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Your ref: 3/2025/0861
Our ref: 3/2025/0861/HDC/KW
Date: 23 January 2026

Location: Burnhouse Farm Back Lane Slaidburn BB7 3EE
Proposal: Proposed construction of No.3 camping lodges and a utility hut including associated hardstanding and landscaping.
Grid Ref: 368160 452765

Dear Ben Taylor

With regard to your consultation dated 23 December 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Lancashire County Council acting as the Local Highway Authority (LHA) 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 or capacity 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 construction of No.3 camping lodges and a utility hut, including associated hardstanding and landscaping at Burnhouse Farm, Back Lane, Slaidburn.

The LHA are aware of the recent planning history associated with the site, with the applications listed below:

3/2024/0262 - Regularisation of change of use from agricultural land to the siting of three camping lodges, decking, hot tubs and septic tank with associated landscaping works.

3/2023/0123- Variation of condition 6 of application 3/2021/0721 (Change of use from agricultural to site for three camping pods) to allow decking and hot tubs.

3/2021/0721- Change of use from agricultural to site for three camping pods.

3/2020/0942- Change of use from agricultural to the siting of a camping pod and decking. Access track to camping pod.

Continued...

Site Access

The site will be accessed off a private access track located off Back Lane, an unclassified road subject to a national speed limit. The private access track serves Public Footpaths FP0329003, FP0329001 and agricultural buildings and dwellings associated with Barnhouse Farm, Hey Farm and Oxenhurst Farm. The track also provides access to an adjacent holiday let development approved under application 3/2024/0262.

The proposal will intensify the use of the private access track which is approximately 1.2km long from the access point with the adopted highway and the proposed access to the site. The private access track is single vehicle width and is shared use with pedestrians travelling along the Public Right of Way network. The applicant has provided further information which shows that forward visibility along the private access track is good, with widened sections along its length to allow 2 way vehicle movement, which reduces conflict, in particular at bends along the route.

A new access point will be created on the private track to serve access to the site. Whilst a visibility splay has not been provided, the access is set back from the private track, allowing observation space before fully entering the private track. The LHA is of the opinion that, given the width of the road and the nearby agricultural buildings, vehicle speeds are likely to be low. The LHA has undertaken their own assessment of the visibility and note that a 45° visibility splay measured 5m back from the nearside edge of the private track can be achieved, allowing for pedestrians and/or vehicles to be observed before vehicles pull fully onto the private access track from the access to the proposed holiday pods.

Internal Layout

The LHA have reviewed the Proposed Site Plan, drawing C193-5 – 007 Revision F and are aware that the holiday pods are provided with one parking space each. The pods each provide one bedroom and as such the parking provisions are acceptable to the LHA. There is also room to turn within the site, allowing for ingress and egress in a forward gear.

Public Right of Way

Please note that there are Public Rights of Way's (FP0329001 and FP0329003) along the access route which must not be obstructed during the proposed developments. 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, 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.

Drainage

Ordinary Watercourse Consent is typically required for any works that affect the flow or storage of water within an ordinary watercourse. Always consult with your local Lead Local

Flood Authority, Internal Drainage Board, or the Environment Agency to determine the exact requirements and obtain the necessary permissions.

Sustainability

Given the site's distant location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles. The highway authority considers that an adequate level of on-site car parking has been provided.

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The LHA notes that the development includes covered and secure cycle storage, as seen on drawing C193-5 – 008 Rev E, which will ensure adequate parking provisions and promote cycling as a sustainable mode of transport.

In addition, given the nature of the application, the development would benefit from incorporating at least one electric vehicle (EV) charging point to further encourage sustainable travel choices. In line with Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, charge points should 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. 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).
 - 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.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number C193-5 – 007 Revision F have been implemented in full.

Reason: In the interests of general highway safety and in accordance with the National Planning Policy Framework.

Informative notes:

- 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>
- all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear.
- 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.
- 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.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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