

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0861
Our ref: 3/2025/0861/HDC/KW
Date: 11 December 2025

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 letter dated 21 November 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

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 an private access track located off Back Lane, an unclassified road subject to a 60mph speed limit. The access onto Back Lane appears to be in poor condition and should be resurfaced in a hardstanding material for the first 10m into the site. This will prevent debris from being dragged onto the highway. 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 development, application 3/2024/0262, which provides 3 holiday pods.

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 track appears to be single track width and as such the development could increase conflict along its length, the track is also shared use with pedestrians travelling along the Public Right of Way network, as such the LHA would ask that the applicant provide a detailed drawing of the access track, detailing its existing width and any existing passing places along its length. The LHA would look for passing places measuring 2.5m for 10m where forward visibility is low or where conflict may occur such as near the bends or access points along the track.

A new access point will be created onto the private track to serve access to the site. Visibility splays at the access point for the site have also not been provided, given the limited width of the track, the low traffic levels and the presence of pedestrians, it is likely vehicles will be travelling at low speeds. As such, the LHA would request that a visibility splay be provided, which shows visibility of 2.4m back from the private access track for 25m in both directions to the centre line of the access to the lodges. It is noted that the access point has a number of trees and other vegetation on either side, where this falls within the visibility splay, it should be removed or cut back to 0.9m in height. This will ensure that pedestrians making use of the Public Right of Way and any farm or residential traffic can be observed before exiting the site.

Internal Layout

The LHA have reviewed the Proposed Site Plan, drawing C193-5 – 007 Revision E and are aware that the holidays 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 D, 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.

Conclusion

The LHA require further information to ensure that the impact on the local highway network, public rights of way, and pedestrian safety is properly assessed and as such request that a detailed drawings of the private access track, including its width and passing places is provided along with visibility splay details at the new site access, showing any vegetation management that maybe required to maintain clear sightlines.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

T: 0300 123 6780

W: <http://www.lancashire.gov.uk>