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Your ref: 3/2025/0930
Our ref: 3/2025/0930/HDC/KW
Date: 23 February 2026

Location: Bolton Fold Farm Alston Lane Longridge PR3 3BN
Proposal: Proposed erection of 2 no. self-build agricultural workers dwellings with access and parking.
Grid Ref: 360137 435333

Dear Maya Cullen

With regard to your consultation letter dated 12 February 2026, 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 (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 two agricultural workers dwellings with access and parking at Bolton Fold Farm Alston Lane Longridge PR3 3BN.

The LHA is aware of a similar planning application at the site, reference 3/2024/1029, for the proposed construction of two agricultural workers dwellings with access and parking, which was refused by the Local Planning Authority on the 16 May 2025.

Site Access

The site will be accessed via a new shared driveway from an existing private access track which meets the highway maintained at public expense at an existing junction onto Alston Lane. Alston Lane is an unclassified road with a national speed limit. The private access track also makes up FP0302069.

The proposed agricultural dwellings will share an access measuring a minimum of 5.5m wide which is acceptable to the LHA and will allow for two-way vehicle movements. The

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existing hedgerow which is to be retained on either side of the shared driveway access should be retained at no more than 0.9m to provide visibility along the private access road.

The applicant has clarified that the width of the private access track is approximately 4.4 metres wide. The proposal is for 2 agricultural dwellings, which are not expected to significantly increase vehicular traffic along the private access track, in particular at peak traffic times due to future residents already being positioned close to the workplace.

A speed survey has been undertaken to establish the 85th percentile of traffic speed at the junction of the private access track and Alston Lane. The findings of the speed survey shows that vehicle speeds were 24.9mph North-Westbound and 25mph South-Eastbound. These findings result in a required visibility splay of 2.4 x 33m South-Eastbound and 2.4 x 33m North-Westbound in line with Manual for Streets calculation.

The LHA has reviewed the visibility splay within the drawing number 648-25-1B and notes that visibility in the northbound direction can be achieved up to the junction of Alston Road and Preston Road which is acceptable. In the Southbound direction, visibility has been shown to be achievable up to 33m, which meets the requirements in line with the provided speed survey and Manual for Streets calculations. A section of hedge line which runs from the private access track junction along Alston Lane to the south falls within the visibility splay and as such should be removed or reduced in height to no more than 0.9m above the nearside carriageway level which would obstruct the visibility splay of the junction.

The LHA note that the application includes a retained agricultural track situated to the West of the site, it is understood that the access will be improved to set the gate back 10m and that it is not possible to close this field gate as access is part of a legal agreement with the tenant. As such the LHA has no objections to the retention of the access due to vehicles being able to pull clear of the junction before operating the gate.

Internal Layout

The LHA have reviewed the Proposed Site Plan, drawing PSP 001 REV E and are aware that the dwellings parking area complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. The area is able to provide off street parking spaces for each dwelling as well as appropriate manoeuvring room.

The recommended minimum internal dimensions for a single garage size is 6m in length and 3m 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 LHA has reviewed the proposed floor plans for both agricultural dwellings, drawing PRO 001 REV D and PRO 002 REV D and note that the garages have been designed to an acceptable internal size to provide parking.

Public Right of Way

Please note that there is a Public Rights of Way (FP0302069) close to the application site 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.

Sustainability

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. This LHA ask that such options are conditioned as part of any approval granted.

Therefore, the development shall include covered secure cycle storage shall be provided for one bicycle space per bedroom to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. 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. 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.

2. 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.

3. No building hereby permitted shall commence until visibility splays is provided in line with approved drawing number 648-25-1B, titled Visibility Splays dated 10.7.2025. 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.

4. 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. 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.

5. Prior to first occupation cycle storage provisions for the residential unit shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

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

6. Any source of glare from the solar panels shall be effectively screened from the view of drivers and pedestrians on the adjoining public highway and maintained thereafter.

Reason: To avoid glare, dazzle, or distraction to passing motorists and pedestrians.

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.
- 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

Lancashire County Council
W: <http://www.lancashire.gov.uk>