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Your ref: 3/2026/0071  
Our ref: 3/2026/0071/HDC/KW  
Date: 26 February 2026

**Location:** Markhor Eaves Hall Lane West Bradford BB7 3JG  
**Proposal:** Proposed erection of new dormer bungalow to replace existing.  
**Grid Ref:** 373856 444865

Dear Ben Taylor

With regard to your consultation letter dated 6 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 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 erection of new dormer bungalow to replace existing at Markhor, Eaves Hall Lane, West Bradford.

The LHA are aware of the recent planning application for the site application reference 3/2025/0696, which was refused by the Local Planning Authority (LPA) in November 2025.

#### **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 P14, Rev D, titled Proposed Site Plan and are aware that the access will be amended. Any amendments to the existing vehicle crossing will need to be constructed under a section 171 agreement of the Highways Act 1980.

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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.

As the access falls towards the highway, surface water from the access and parking area should be collected within the site to prevent discharging water onto the highway. The access and parking area will be surfaced with a permeable material, which is acceptable.

### **Internal Layout**

The LHA have reviewed drawing number 7125 P14, 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 does not meet the recommended minimum dimensions for a double garage due to its internal length and width. However, there is ample space within the driveway to provide 3 off-street parking spaces, which is required for the size and nature of the site.

### **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 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 enhance its sustainable transport options to actively encourage and support sustainable transport use. The development can include covered and secure cycle storage within the proposed garage. This will ensure adequate parking provisions and to promote cycling as a sustainable mode of transport.

In addition, given the nature of the application, the development is expected to incorporate 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 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. 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.

3. 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.

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 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.

5. All gates must be set back a minimum of 5m outside the adopted highway and the gates to have physical restraints to prevent them from opening towards 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.

6. Prior to first occupation, that part of the access extending from the highway boundary for a minimum distance of 5m 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.

**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 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

Highways and Transport

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