

Ribble Valley Borough Council

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Your ref: 26.0159

Our ref: D3.26.0159

Date: 20th March 2026

App no: 26.0159

Address: Land off Shire Lane (adj Shire Lane House) Hurst Green

Proposal: Permission in principle for up to 3 no. self-build dwellings to include 1 no. bungalow for over 55's.

The submitted documents and plans have been reviewed and the following comments are made.

Summary

The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios' (Paragraph 116).

Having reviewed the documents submitted, together with site observations, Lancashire County Council acting as the local highway authority raises an objection regarding the proposed development and concludes that there are highway grounds to support an objection as set out by NPPF due to the intensification of use of Shire Lane and Longridge Road junctions which have sub-standard access, sub-standard visibility splays and the detrimental impact upon highway users.

History

3/2023/0670 - Prior notification for Proposed agricultural extension for storage. Permission not required.

3/2022/0573 – Proposed extension to the existing agricultural unit for breeding of livestock, new access road from Longridge Road and new barn. Refused and dismissed at appeal reference APP/T2350/W/23/3324057. The Inspector concluded that the proposed new access on Longridge Road was considered to be harmful to the Forest of Bowland National Landscape (FBNL).

3/2020/0567 – Change of use of agricultural building to form one two-bedroom holiday cottage. Refused, reason 1) *The proposed development would result in increased usage of the existing substandard junction between Shire Lane and Longridge Road (B6243) to*

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the serious detriment of highway safety. As such, the proposed development would be contrary to Policy DMG1 of the Ribble Valley Core Strategy and paragraph 109 of the National Planning Policy Framework.

3/2022/0114 - To develop existing agricultural unit and building into a working farm unit for breeding livestock with additional staff accommodation. Resubmission of 3/2021/0706. Refused

3/2021/0706 - Proposed development of the existing agricultural unit and building into a working farm for breeding of livestock. Proposed new farm house with new access. Withdrawn.

Permission in Principle

Principle matters

The scope of Permission in Principle is limited to location, land use and amount of development. In highway terms consideration needs to be given to the ability to provide a safe and suitable access to the surrounding highway network and whether this site is a suitable location for housing with regard to the accessibility of services and facilities.

Location

The site is located rurally and accessed via rural high-speed roads without continuous footways or lighting.

The nearest bus stop is located in Hurst Green centre and is served by service 5 Clitheroe – Chipping passing through Hurst Green hourly.

The nearest stops are approximately 900m from the site and with a very sub-standard footway width on Longridge Road for around 200m. The speed limit on Longridge Road is 40mph.

The nearest train station is Langho or Clitheroe which are both approximately 10km away. The nearest Primary school is approximately 1.3km, there is a Pub and small tearoom but otherwise no known facilities. There are no designated cycle routes within the vicinity of the site.

The rural road network is not conducive to walking between the site and the bus stops and school and exceeds the recommended distances therefore the development is considered to be reliant on the private car which is contrary to the guidance in the NPPF.

Access

The site is proposed to be accessed from Shire Lane which is a narrow single width carriageway without footways or lighting for the majority of its length.

Shire Lane joins Longridge Road to the west of the site and the junction is considered to be sub-standard for visibility splays and width and lies at an acute angle resulting in difficulties arising for drivers emerging and entering safely. Longridge Road is classified B6243 and is subject to a 40mph speed limit. Any collisions are likely to result in serious injuries as demonstrated by the two collisions, recorded in the previous 5 years, on Longridge Road within 600m to the west of the junction.



Shire Lane also joins Longridge Road to the east of the site, adjacent to St. John's Church, and there are similar concerns with a narrow carriageway width and sub-standard visibility splays.

Dene Lane bridge passes over Dean Brook which has a 18tonne weight limit. This route is narrow and has a prohibition of driving except for access traffic regulation order to restrict traffic volumes.

The highway network is not considered suitable to accommodate the intensification of use from the proposed development due to the narrow carriageway width without sufficient passing places and the sub-standard junction arrangements at both junctions onto the classified road network. Subsequently there is considered to be a detrimental impact upon highway users as a result.

If the existing agricultural alpaca use ceases on the site, then a portion of the residential trips could be considered to be replacement trips however this would need to be less than the 3 dwellings proposed. It is noted that there is agricultural land surrounding the site which would still generate vehicle trips which need to be accommodated on Shire Lane.

Conclusion

Lancashire County Council acting as the Highway Authority would raise an objection to the proposed development and concludes that development at this location would be detrimental to highway safety due to the narrow carriageway width without sufficient passing places and sub-standard visibility splays. The site is reliant on the private car due to the distances to the local facilities and public transport options and a sub-standard footway network does not support walking between these and the site. It considers that development would be contrary to paragraphs 115, 116 and 117a, b and c of the NPPF.

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