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Your ref: 3/2026/0260  
Our ref: 3/2026/0260/HDC/KW  
Date: 07 May 2026

**Location:** Land at The Warren Warren Fold Hurst Green BB7 9QH  
**Proposal:** Permission in principle for a minimum of 1 and a maximum of 3 dwellings.  
**Grid Ref:** 368573 438134

Dear Maya Cullen

With regard to your consultation letter dated 27 April 2026, 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 does not raise an objection regarding the permission in principle of the 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 points being addressed as part of any future detailed planning application.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of a planning in principle application for a minimum of 1 and a maximum of 3 dwellings at Land at The Warren, Warren Fold, Hurst Green.

The LHA is aware of the planning history for the site, which is as follows:

Application reference 3/2023/0671 was refused for Outline planning permission for the erection of two new residential self-build bungalows for those aged 55 or over (all matters reserved). Resubmission of 3/2022/0469.

Application reference 3/2022/0469 was refused for Outline planning permission for the erection of three new residential self-build bungalows for those aged 55 or over. The Highway Authority did not raise an objection to the proposal.

Application reference 3/2014/0204 was refused and subsequently dismissed at appeal (ref APP/T2350/A/14/2221778) for outline planning permission with some matters reserved for the erection of one new residential dwelling. The highway authority did not

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raise an objection to this application, nor was highways one of the grounds for refusal nor appeal dismissal.

### **Site Access**

The site currently has an existing field gate access from Warren Fold. Warren Fold is a highway maintained at public expense from Avenue Road until approximately 70m towards the site, where it then becomes a private access track. Warren Fold is subject to a 30mph speed limit. Access was considered as part of the previous applications 3/2023/0671 and 3/2022/0469.

Whilst limited details have been provided during this stage of the Planning In Principle application within the supporting document, previous concerns have been raised regarding the width of the access track to the site. There is already a number of properties served by the access track, which raises concerns over conflict at the pinch point on the first section of the track from the adopted highway network to Warren Farm, with limited forward visibility. However, this section is short, and vehicles would be travelling at low speeds. As the carriageway on Warren Fold is wide enough to allow two-way traffic and the track widens outside Warren Farm, traffic movements could operate on an informal give and take basis.

As such, the LHA would recommend that localised widening takes place or a passing place, measuring 2.5m wide for at least 5m be provided adjacent to the private access track to support two-way movement along this section. The access should also be included within the Location Plan up to where it meets the adopted highway, which ends just before the property line of a dwelling called Whitehall. This mitigation should come forward as part of the stage 2 application.

Whilst further information will be provided at a technical details stage, should planning approval be granted. The LHA would look for an access which is a minimum of 5.5m wide, to support two-way traffic movement, as well as an access that can provide acceptable visibility splays. Should each dwelling have its own access, these should be at least 3.2m wide.

To ensure adequate intervisibility between highway users at any new access points, visibility splays set 2.4 metres back from the near edge of the carriageway and extending 43 metres along the nearside carriageway edge in both directions should be provided. The site line requirement is based on a 30mph speed limit as detailed in table 7.1 from Manual for Streets.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and 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 of the proposed access.

### **Internal Layout**

To ensure access for refuse and emergency vehicles can be achieved, a swept path analysis drawing showing an 11.2m refuse vehicle accessing the site, turning and leaving in forward gear should be provided at the technical details stage. Given the number of dwellings proposed, there may be options to provide a bin store adjacent to the existing network, which may already support refuse collection. Recommendations in Manual for

Streets are that residents should not be required to carry waste more than 30m to the storage point, and waste collection vehicles should be able to get within 25m of the storage point. The collection point should be reasonably accessible for vehicles typically used by the waste collection authority. The distance over which waste containers are transported by collectors should not normally exceed 15m.

### **Parking**

Should the application be granted, at the technical details stage, the LHA would expect the proposed development to comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA expects private driveways to have a minimum width of 3.2m when used for vehicular and pedestrian access to a property, and to have the minimum dimensions for a standard off-road parking bay, which is 2.4m wide by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The LHA would also remind the applicant that the recommended minimum internal single garage size is 6x3m and this includes integral garages. Where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be count as a parking space and the applicant should provide an additional parking space for each garage affected.

All new dwellings are expected to provide a universal electrical supply suitable for charging an electric motor vehicle and facilities to provide secure and covered cycle storage.

### **Public Right of Way**

Please note that there is a Public Rights of Way (FP0303064) along the private access track. The LHA will be able to provide further advice on the route should the application be approved and progress to the technical details stage. The developer should include the Definitive Public Right of Way on plans provided in the future. 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](mailto: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**

The applicant, if permission is granted, will be required to submit a drainage strategy as part of a future application. Consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.

### **Sustainable Transport**

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development must include covered and secure cycle storage to 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.

### **Highways Pre Application Service**

We recommend that the applicant discuss the proposed development with the Local Highway Authority before further submissions using the Highways Pre Application Service. The service provides pre-application advice for development proposals. Further information can be found on our website: [Pre-planning application highways advice service - Lancashire County Council](#)

### **Conditions**

Lancashire County Council Highways requests the following conditions, as a minimum, be included as part of any future detailed planning application:

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. The new estate road/access shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

**Reason:** To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative

4. Prior to first occupation details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details and a private management and maintenance company has been established.

**Reason:** To ensure that the infrastructure is maintained in the future.

5. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied.

**Reason:** To ensure adequate parking provision is provided.

6. The development hereby permitted shall not be occupied or brought into use until car parking provisions as detailed within the Joint Lancashire Structure Plan 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.

7. Prior to first occupation cycle storage provisions for the residential units 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.

8. Any garage(s) hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

**Reason:** To ensure that adequate parking provision is retained on site.

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 does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

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