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Your ref: 3/2026/0430
Our ref: 3/2026/0430/HDC/KW
Date: 13 August 2026

Location: Land off Higher Road Longridge PR3 2YX
Proposal: Proposed erection of two holiday lodges with associated works to existing access to facilitate new access track/parking.
Grid Ref: 361987 438447

Dear Maya Cullen

With regard to your consultation letter dated 23 July 2026, 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 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 a planning application for the proposed erection of two holiday lodges with associated works to existing access to facilitate new access track/parking at Land off Higher Road, Longridge.

The LHA is aware of a recent planning application for the site, application 3/2019/0063 for regularisation of existing, unauthorised agricultural access, which has been approved with conditions on 19/03/2019.

Site Access

It is understood that the site has an existing field gate access onto Higher Road, which is an unclassified road, subject to a national speed limit. The LHA would look for an access which measures at least 5m in width to support two-way vehicle movement and welcomes the inclusion of a passing place internally. The access will be required to be surfaced in a hard standing material for at least 10m into the site.

The LHA understand that the access was approved from agricultural use under planning application 3/2019/0063, with visibility splays approved at 100m in both directions. However, the current proposal will intensify use of the access and result in more car

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movements over agricultural vehicles, and drivers will not have the same sight line clearance over vegetation and boundary walls as the existing agricultural vehicles using the site.

To ensure adequate intervisibility between highway users at the access, visibility splays set 2.4 metres back from the near edge of the carriageway extending 215 metres along the nearside carriageway edge in both directions should be provided.

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.

Alternatively, the applicant may undertake a traffic study which may show lower traffic speeds. The traffic study would need to be carried out by an approved specialist showing the 85th percentile road traffic speeds in both directions, along with the numbers of vehicles, types of vehicles and the speed of vehicles passing the access with the raw data being made available for review. The traffic study should be conducted over a 1-week period in a neutral month (I.E., April, May, June, September, October). The survey should avoid school holidays, extreme weather, and other anomalies that could skew data.

The applicant should provide accurate details of the required sight line in line with the posted speed limit or the 85th percentile of traffic speeds before determining the application.

Parking

The application site contains two areas of parking adjacent to the internal access track which leads to the turning head. For clarity, the LHA would expect each 2 bedroom holiday let to be supported by 2 off street parking spaces. This should be clearly shown within an amended plan.

A turning area has been provided within the site which will support ingress and egress in forward gear.

Conclusion

The applicant should provide accurate sightline details based on either the required 2.4m x 215m visibility splays or a suitably robust traffic speed survey to justify any reduced visibility requirements. In addition, amended parking layouts should clearly demonstrate the provision of two off-street parking spaces per two-bedroom holiday let, while retaining the proposed turning area to enable vehicles to enter and exit the site in a forward gear.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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