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Your ref: 3/2024/0758
Our ref: 3/2024/0758/HDC/KW
Date: 04 December 2024

Location: The Outbarn Clough Bottom Rabbit Lane Talbot Bridge Bashall Eaves
BB7 3NA
Proposal: Application for change of use from a mixed use within Class F1(a) and
a Sui Genris use as a Wedding Venue for up to 40 days a year to a Sui
Generis use as a Wedding Venue for up to 100 days a year
Grid Ref: 370366 443572

Dear Kathryn Hughes

With regard to your consultation letter dated 14 November 2024, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Summary

Further information

Lancashire County Council acting as the Local Highway Authority (LHA) 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 an application for change of use from a mixed use within Class F1(a) and a Sui Genris use as a Wedding Venue for up to 40 days a year to a Sui Generis use as a Wedding Venue for up to 100 days a year at The Outbarn Clough Bottom Rabbit Lane Talbot Bridge Bashall Eaves BB7 3NA.

The LHA are aware of the most recent planning history at the site, with it being listed below:

- 3/2023/0723 - Proposed retention of bin store and car park area, outdoor canopy and bridal suite lodge building. Permitted 20/03/2024.
- 3/2023/0448 - Proposed construction of ten lodges, woodland path and landscaping. Permitted 30/08/2024.
- 3/2020/0645 - Construction of new building for use as holiday accommodation in association with existing wedding venue business. Permitted 29/07/2021.

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- 3/2018/1067 - Erection of new building to provide eight-bedroom holiday accommodation in connection with existing wedding/training venue business. Permitted 18/01/2019.
- 3/2017/0367 - Discharge of condition 7 (one way system) from planning permission 3/2016/0243. Permitted 07/06/2017.
- 3/2016/0243 - Change of use from Class D1 to a mixed use within Class D1 and D2 to allow D2 use as a wedding venue for up to 40 days per year. Permitted 22/07/2016.

Site Access

The LHA are aware that the site has two existing accesses to serve the site. The first access is located off Cross Lane, which is an unclassified road subject to a 60mph speed limit. A secondary access is located off Rabbit Lane, an unclassified road subject to a 60mph speed limit.

On way system

A one-way system was agreed upon as part of planning application 3/2016/0243. However, on-site observation found that the one-way system has not been permanently signed and gates have been erected which discourage vehicle movement along the one-way. Satellite navigation systems also do not follow the one-way, therefore the one-way requires signification improvements for it to be self-enforcing and used appropriately.

The LHA would look for significant improvements through the one-way system to ensure self-enforcement. Improvements may include permanent signage with clear text that has a minimum X-height of 50mm. The applicant should also consider the need for reflective backing which would allow for easy viewing in darkness. While the site is currently meant to have 3 signs in place, no such signs were noted to be in place during a site visit, the LHA would look for improved signage, with the one-way system clearly identified at the entrance point, entering and leaving the parking areas and at any further junction points.

Scaled drawings of the signs to be permanently in place along the internal private road network should be provided, along with a plan indicating the direction of the flow of traffic through the site and the placement of the signs.

The applicant should consider if the one-way system still remains the most suitable and appropriate route through the site. The application should provide an explanation on why the one-way is not being implemented and make alternative suggestions which supports two-way traffic through the site.

Cross Lane and Rabbit Lane

Rabbit Lane and Cross Lane are both very narrow roads with minimal passing places. Traffic that will be attending a wedding venue will likely to be large tidal movements all entering or leaving at similar times therefore there is a concern that should vehicles meet within the highway a number of vehicles will need to be reserved in order to locate an appropriate passing place. Both roads also have limited forward visibility whilst this may reduce speeds it also means that reversing any distance to find a suitable passing place to allow vehicles to pass is very difficult. There is also a concern that intensified movement along Cross Lane and Rabbit Lane will contribute to a further decline in the condition of the carriageway and verges.



Both Cross Lane and Rabbit Lane are in poor condition. The LHA acknowledge Cross Lane would benefit from a resurfacing scheme and have put it forward for inclusion in a future capital programme. However, we cannot say when or if funding will be allocated as allocation of funding is determined on a countywide prioritisation, based on a number of factors including condition derived from surveys, local parameters such as complaints received and additionally strategic significance. The LHAs Highway Maintenance team will continue to monitor the condition of both Cross Lane and Rabbit Lane repairing any defects which meet the minimum intervention levels.

The proposed increase in events will likely have a greater impact on travel movements than training and corporate events, particularly in hours of darkness. The LHA is of the opinion that events and weddings will also increase the number of vehicles bringing staff and supplies that would be presently required for training and corporate purposes.

Highway safety

A Personal Injury Collision was reported on Cross Lane, resulting in a slight injury to a child passenger. The incident involved a single vehicle travelling eastward on a right-hand bend at approximately 4:00 a.m. on 17 September 2022. Conditions were dry, and it was dark at the time of the collision.

Public Footpath

There are a number of Public Right of Ways within and close to the site which are regularly used by walkers and cyclists.

Sustainability

The site is rural in nature. The nearest bus is over a kilometre from the site, which makes the use of public transport to the site unrealistic. The local road network is also unlit and lacks footway provisions which further makes public transport undesirable. Given the rural nature of the site, there is a reliance on the private car to access the site for staff as well as guests attending events at the site.

Conclusion

The LHA have concerns regarding the use of the one-way system in place and understands that this is not a permanent feature although the LHA would expect this to be permanently in place, outside of events, to support any deliveries received prior to events. Should there be a reason why the one-way system is no longer feasible the LHA would expect the applicant to provide additional information on the matter and make suggestions on how traffic could move through the site and any improvements internally to allow this to happen.

Yours sincerely

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