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Your ref: 3/2024/0764  
Our ref: 3/2024/0764/HDC/KW  
Date: 26 September 2024

**Location:** Parsonage Farm Church Street Ribchester PR3 3YE  
**Proposal:** Prior approval under Class Q (a) and (b) for the proposed conversion of agricultural barn to one dwelling involving demolition of the attached portal frame building.  
**Grid Ref:** 364308, 435054

Dear Kathryn Hughes

With regard to your consultation letter dated 17 September 2024, 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 (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**

The Local Highway Authority (LHA) are in receipt of an application for the prior approval under Class Q (a) and (b) for the proposed conversion of agricultural barn to one dwelling involving demolition of the attached portal frame building at Parsonage Farm, Church Street, Ribchester.

The LHA are aware of the recent planning applications for the site which are as follows:

- 3/2023/0825 - Proposed single-storey timber barn on a concrete base for livestock, feed and equipment. Planning permission was granted on 7 February 2024.
- 3/2023/0855 - Proposed two-storey extensions to front and rear, single storey extensions to rear and external alterations to materials and fenestration. Planning permission was refused on 5 January 2024.
- 3/2023/0569 - Conversion of agricultural barn to two dwellings and conversion of agricultural outbuilding to annexe accommodation, construction of two double garages, creation of garden areas and landscaping. Relocation of agricultural track. Planning permission was refused 4 January 2024.

Continued...

### **Site Access**

The LHA are aware that the site will continue to utilise a private, unadopted access road located off Church Street, an unclassified road subject to a 30mph speed limit. The private access road currently serves Bridleway 3-35-BW37a, number of dwellings, the public car park, children's play area and playing fields. The private road splits into 2 roads one which serves Lower Alston Farm and another serves three dwellings and the site.

The planning statement states that the main agricultural activities associated with Parsonage Farm will permanently move to Lower Alston Farm and the remaining buildings within Parsonage Farm curtilage are proposed to be used only for agricultural storage.

As some agricultural use will remain at the site the LHA requests that passing places be implemented along the unadopted access road, in particular adjacent to the bridge to ensure that two-way movements can occur as well as those which were suggested as part of a previous application, reference 3/2023/0569, at the site.

### **Internal Layout**

The LHA have reviewed drawing number A110 titled Proposed Site Plan and are aware that the parking arrangements for the dwelling comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

### **Public Right of Way**

Please note that there are Public Rights of Way's (BW0335037a) close to the application site which must not be obstructed during the proposed developments. 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.

### **Sustainable transport options**

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. This LHA ask that such options are conditioned as part of any approval granted.

Therefore, the development shall include covered secure cycle storage for 3 bicycles to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.



**Conclusion**

The LHA requests that passing places be provided and shown within an amended plan, similar to those detailed within a previous application for the site, which will support 2 way movement along the private access road serving the site given the increase in residential use of the site and the retention of some agricultural storage at the site.

Yours sincerely

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