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Your ref: 3/2024/0778

Our ref: 3/2024/0778/HDC/KW

Date: 14 April 2025

Location: Bramley Farm Cottages Clerk Hill Road Sabden BB7 9FQ
Proposal: Regularisation of change of use of barn (Shippon House) from holiday accommodation to permanent residential dwelling and erection of single-storey extension.
Grid Ref: 375458 436800

Dear Ben Taylor

With regard to your consultation letter dated 3 April 2025, I have the following comments to make based on all the information provided by the applicant to date.

No objection

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

The Local Highway Authority (LHA) are in receipt of an application for the proposed regularisation of change of use of barn (Shippon House) from holiday accommodation to permanent residential dwelling and erection of single-storey extension at Bramley Farm Cottages, Clerk Hill Road, Sabden.

The site will retain the existing access from Clerk Hill Road which is a private access road with a national speed limit fronting the site access. The private access road also makes up BW0337021.

Please note that there are Bridleway, BW0337021, along the private access road 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 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.

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The site has been used as a dwelling since 2018, and there have been no Personal Injury Collisions recorded within 500m of the site in the last 5 years, therefore the LHA have no pre-existing highway safety concerns.

The LHA have reviewed the Site Plan and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. Therefore, the LHA have no objection to the proposal. There is also room to turn enabling ingress and egress in a forward gear.

The site would benefit from increasing its sustainable transport options to encourage and promote sustainable transport use. Therefore, the LHA recommend that the development include covered secure cycle 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.

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following conditions are appended to the decision notice:

1. 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.
2. Within 3 months of this permission cycle storage provisions for the residential unit 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.

Informative note:

- 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.

Yours sincerely

Kate Walsh

Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council

W: <http://www.lancashire.gov.uk>