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Your ref: 3/2024/0913  
Our ref: 3/2024/0913/HDC/KW  
Date: 08 January 2025

**Location:** Land off Back Lane Chipping PR3 2QA  
**Proposal:** Proposed change of use of land to tourism and erection of five camping pods.  
**Grid Ref:** 361993 441328

Dear Ben Taylor

With regard to your consultation letter dated 5 December 2024, I have the following comments to make based on all the information provided by the applicant to date.

### Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

### Advice to Local Planning Authority

The Local Highway Authority advises the following reasons for refusal:

1. The proposal, if permitted, would lead to pedestrian movements on the highway, which has no separate footway provision, is unlit and subject to the national speed limit. The proposal therefore is not in the interests of highway safety and contrary to paragraph 116 of the National Planning Policy Framework.
2. The proposal, if permitted, would lead to the intensification of use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal and would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 115 and 116 of the National Planning Policy Framework.

### Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use of land to tourism and the erection of five camping pods at Land off Back Lane Chipping PR3 2QA.

Continued...

**Lancashire County Council**  
PO Box 100, County Hall, Preston, PR1 0LD



The LHA have recently commented on application reference 3/2024/0798 for a new agricultural building using the same access onto Back Lane. We have requested improvements to the site access and to demonstrate that there are suitable visibility splays along Back Lane. This application is pending a decision.

It is noted that the site access on Back Lane is not included within the red or blue edge on the location and site plans. This should be amended to include it, as the site access does not form part of the highway and would require improvement works.

### **Highway network**

The site is located rurally between the settlements of Chipping and Longridge. It is located approximately 2.5km south of Chipping and 5km north of Longridge.

The surrounding highway network is rural in nature with the national speed limit in place, no footways for significant sections or street lighting provisions within the vicinity of the site.

The highway infrastructure is not conducive to supporting pedestrian movements, which would be expected to be generated at a leisure site. It would be detrimental to highway safety and lead to potential conflicts between vulnerable road users and vehicles on the surrounding network.

### **Sustainability**

The site is within 300m of a bus stop situated at the junction of Hesketh Lane and Back Lane which is considered to be an acceptable walking distance. The stop serves Service 5 and 5A which run between Clitheroe and Chipping with hourly services Monday to Sunday. However, there is no footway or lighting provision along Back Lane between the site and the bus stop which is likely to cause a highway safety concern due to conflict between pedestrians and vehicles.

Given the rural nature of the site, the LHA is of the opinion that all trips generated to and from the site would be limited to the private car, given that there are no pedestrian facilities linking to the local bus stop as well as local amenities such as shops being a significant distance away from the site. The surrounding highway network is not conducive to supporting pedestrian movements, should visitors to the site want to explore the area on foot, which would be expected for the proposed use.

We consider that there is scope to introduce improvements to the highway network between the site and the bus stop to mitigate the highway safety matter by the construction of a footway and dropped kerb crossing point. These works would be delivered under a S278 agreement with Lancashire County Council.

### **Site Access**

The LHA are aware that the site will utilise an existing field gate access off Back Lane which is a C classified road, the C565, subject to a 60mph speed limit. The existing access will continue to be used agriculturally to serve the adjacent fields. Should application 3/2024/0798 be approved and come forward the access will be used to serve an agricultural building for storage and livestock and therefore will further intensify the use of the access.



The applicant has failed to provide a detailed access plan which shows the width of the access as well as detailed sightline requirements although an estimated measurement taken from the proposed layout plan drawing number 21-019 0001 finds that the access is approximately 5m wide. As the proposal will intensify the use of the access, it is expected that the access be a minimum of 6m wide for 10m into the site, and be paved and drained. This will support two way vehicle movement. The LHA require visibility splays of 2.4m x 215m to be provided in both directions along Back Lane to comply with the LHAs guidance.

However, the LHA believes that the access is unlikely to achieve the necessary visibility splays for a 60mph speed limit due to the natural curve of Back Lane. The LHA has conducted an estimated visibility splay. The LHA found that the visibility splay would pass outside of the blue edge of the development and over third-party land.

Within the applicants blue edge, there is currently a hedgerow which bounds Back Lane, if this were to be reduced or removed the LHA are of the opinion that approximately a 50 metre visibility splay would be achievable to the right (north side) of the access which falls short of the required 215 metres by 165 metres. Consequently, the proposal would intensify the use of an access that lacks adequate visibility, posing significant highway safety concerns and contravening paragraphs 115 and 116 of the National Planning Policy Framework.

Back Lane to the left (south side) of the access has a straight alignment with no curves or bends interrupting its path and therefore is more likely to achieve an acceptable visibility splay following vegetation maintenance at the access.

As previously advised under application 3/2024/0798 the applicant could undertake a 7 day ATC speed survey to determine the 85<sup>th</sup> percentile speeds on Back Lane to provide evidence that would allow the visibility splays to be reduced.

### **Internal layout**

Notwithstanding the matters raised above regarding the lack of pedestrian facilities on the surrounding network and the deficiencies of the site access the following comments are made for completeness.

The LHA has reviewed the proposed layout plan drawing number 21-019 0001 and are aware that the site will provide one car parking space per holiday pod, which complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The LHA have also reviewed the access track which will serve the proposed holiday pods. The proposed track measures approximately 3.6m wide along the entire track and includes a turning head in close proximity to the holiday pods. The access track would benefit from being a minimum of 5.5m wide to provide two way movement between the pods and the access for customers and service vehicles (waste collection, emergency, maintenance and cleaning services).

Currently, the access track is limited in width and as a result would mean that should vehicles meet within the track leading from the access to the holiday pods, vehicles may be required to reverse back into the access, creating conflict and a highway safety concern at the access. As a minimum, the LHA would expect passing places be included within

the site to allow for two-way movements. Each passing place should provide forward visibility from the pods to the access point, to remove conflict and the need to reverse within the site. The dimensions of the passing places should be a minimum of 2m wide by 5m in length.

The site does not offer any segregated pedestrian facilities which support safe pedestrian movement within the site. Pedestrians would need to use the shared surface access which also provides access to the agricultural land and building, should it be approved.

There are no public rights of way crossing the site.

### **Drainage**

The planning statement states that *'Existing surface water drains and watercourses drain the site. Water flows into the lower valleys, away from residences via the watercourses. Hardstanding will be minimal and permeable. Surface water from the roofs will be diverted into the watercourses via the land drains and soakaways where possible.'*

Ordinary Watercourse Consent is typically required for any works that affect the flow or storage of water within an ordinary watercourse. This is also required for any work on or near an ordinary watercourse, which includes ponds, ditches, streams, and other water bodies. The specific distance within which consent is needed can vary, but generally, if you're planning to carry out any works within 8 meters of an ordinary watercourse, you will likely need consent.

The applicant should consult with the local Lead Local Flood Authority, Internal Drainage Board, or the Environment Agency to determine the exact requirements and obtain the necessary permissions.

### **Conclusion**

The LHA has identified several significant concerns that pose highway safety risks and non-compliance with the National Planning Policy Framework (NPPF). The proposed development would lead to the intensified use of an access that currently lacks adequate visibility and width. The access, approximately 5m wide, needs to be expanded to 6m for the first 10m into the site to support two-way traffic. The required visibility splays of 2.4m x 215m are unlikely to be achieved due to the natural curvature of Back Lane resulting in a substandard access which is contrary to paragraphs 115 and 116 of the National Planning Policy Framework.

The site being located rurally lacks suitable pedestrian facilities on the surrounding highway network which is detrimental to highway safety and contrary to paragraph 116 of the NPPF. This likely restricts movement to and from the site to the private car due to the lack of pedestrian facilities and distance from local amenities. The proposal fails to meet the necessary highway safety standards and poses risks to both vehicle and pedestrian safety. The LHA recommends refusal based on this point however as detailed above understands that this point can be mitigated by the introduction of a pedestrian improvement scheme on Back Lane to provide a new footway between the site and the bus stop.

Yours sincerely



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