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Your ref: 3/2024/1045
Our ref: 3/2024/1045/HDC/KW
Date: 05 August 2025

Location: Betty Barn Slaidburn Road Waddington BB7 3JQ
Proposal: Regularisation of extension and conversion of barn to dwelling.
Grid Ref: 372371 444381

Dear Ben Taylor

With regard to your consultation letter dated 23 July 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to conditions

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.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the regularisation of extension and conversion of barn to dwelling at Betty Barn, Slaidburn Road, Waddington.

The LHA are aware of the relevant planning application for the site which are as follows:

3/2022/0965 - Conversion and extension of a barn to create one new dwelling including closure of existing access and creation of new access (previously approved under 3/2019/1036). Approved.

3/2019/1036 - Conversion and extension of building to create one new dwelling including drainage, landscaping, closure of existing access and construction of new access. Approved.

Site Access

The LHA are aware that the site will continue to be accessed off Slaidburn Road which is a B classified road subject to a 60mph speed limit.

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The LHA are aware that the application is proposing to relocate the existing access which serves the barn and Hollins Farm to the south of the site approximately 29m away.

The LHA have reviewed the proposed access arrangements are part of a previous planning applications, 3/2022/0965 and 3/2019/1036, and note that the new access has already been formed. Therefore, given that the relocation has already been approved, the LHA have no objection to this. The LHA will condition, as stated in the previous application, vehicular visibility splays of 2.4m x 70m to the north and 100m to the south are provided at the site access.

The proposed access arrangements as shown within the submitted drawing number 22065-SP-C are acceptable for the size and nature of the development. All of the works (kerb alignment and stopping up of the existing access) will need to be undertaken as part of an appropriate legal agreement.

The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into legal agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into agreements at a very early stage.

Internal Layout

The LHA have reviewed drawing number 22065-SP - C titled As Built Site Plan and are aware that 2 car parking spaces will be provided for the 3-bed dwelling which complies with the parking standards as defined in the Joint Lancashire Structure Plan. Therefore, the LHA have no objection to the proposal.

The LHA are also aware that an access which serves a field has been relocated internally as part of the works. Given that the access is located internally and does not serve any Public Rights of Way, the LHA have no comments to make regarding the relocation.

Sustainability

The LHA notes that the development includes covered secure cycle storage which ensures 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 recommended 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.

Conditions

1. Within 3 months of permission being granted, the access arrangements shown on drawing number 22065-SP-C titled "As Built Site Plan" have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework.

2. Within 3 months of permission being granted, the kerb line and verge has been reinstated where any vehicle crossovers are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

Reason: To maintain the proper construction of the highway and in the interest of pedestrian safety.

3. Within 3 months of permission being granted, the vehicular visibility splays of 2.4 metres by 70 metres to the north and 2.4 metres by 100 metres to the south have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework.

4. Within 3 months of permission being granted, the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 7 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework.

5. The car parking and turning areas shown on the approved plan(s) shall be provided in full and be available for use. 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.

6. The cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

Reason: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informative note:

- The grant of planning permission will require the applicant to enter into an appropriate legal agreement, with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours sincerely
Kate Walsh
Assistant Engineer

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