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Your ref: 3/2025/0198

3/2025/0177

Our ref: 3/2025/0198/HDC/KW

3/2025/0177/HDC/KW

Date: 28 April 2025

Location: Eaves House Farm Waddington Road West Bradford BB7 3JF
Proposal: Listed Building Consent and Planning Permission for the proposed conversion of Green Barn to create 1no dwelling with associated parking and amenity space. Conversion of Outbuilding 02 to form 2no double garages to serve the proposed barn conversion and Eaves House Farm. Partial Conversion of Outbuilding 01 to form new home office in relation to the existing listed farmhouse
Grid Ref: 373282 444679

Dear Ben Taylor

With regard to your consultation letter dated 10 April 2025, I have the following comments to make based on all the information provided by the applicant to date.

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 the proposed the proposed conversion of Green Barn to create 1no dwelling with associated parking and amenity space. Conversion of Outbuilding 02 to form 2no double garages to serve the proposed barn conversion and Eaves House Farm. Partial Conversion of Outbuilding 01 to form new home office in relation to the existing listed farmhouse at Eaves House Farm Waddington Road West Bradford.

Site Access

The site will be accessed via an existing access on to Waddington Road which is classified as the C571. The access serves Eaves House Farm and other residential properties and

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agricultural holdings found along the private access track. The access also serves Public Right of Ways FP0343013, FP0344011 and FP0344024.

The private access track is approximately 600m long from the site access to the development and is a mixture of widths, but mostly single track in nature, as such the LHA are of the view that the track would benefit from at least one passing places in order to provide more free flowing traffic movements along its length. The LHA would look for a passing place to be 2.5m wide for 10m in length.

Highway safety

There have been one recorded Personal Injury Collisions (PICs) within 300m of the site access on Waddington Road in the last five years. Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate highway safety as the causation of the accident was due to a personal medical emergency.

Internal Layout

The LHA have reviewed drawing number 6955 B-P03a titled Proposed site plan & site sections and do have some concerns regarding the parking and turning provisions within the site.

The LHA recommended minimum internal dimensions for a double garage size is 6m in length and 6m wide. However the proposed garages are smaller than the recommended minimum internal dimension and as such they should not be counted as a parking space and the applicant should provide an additional parking space for each garage affected.

It is unclear if Eaves House Farm has its own separate parking area that is not included within the drawing and the parking requirements for its size have not been made available; as such the applicant should detail parking provisions for the existing farmhouse to ensure the development does not conflict with the existing needs.

As the proposed dwelling has 3 bedrooms, 2 parking spaces are required to be provided in line with the parking standards detailed in the Joint Lancashire Structure Plan. Given the single track nature of the private access track and that the access meets a C classified road vehicle within the site must be able to turn and leave in a forward gear as such alternative parking provisions for both dwellings and turning facilities should be shown on an amended plan. These spaces should measure 2.4m x 5m where they are adjacent to a fence or similar obstruction an additional width of 0.6m should be provided.

Public Right of Way

Please note that there are Public Rights of Way's, FP0343013, FP0344011 and FP0344024, along the private access road 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, 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.

Sustainability

There is a bus stop within 800m of the site situated on West Bradford Road serving bus routes to Clitheroe and Nelson however, the services which operate under bus service 66 and 67 offer a limited public transport service. 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 to ensure the provision and availability of adequate cycle parking 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

Following a review of the proposed development, further information and amendments have been identified to ensure safe access, appropriate infrastructure, and compliance with planning guidelines.

The LHA require a passing place to be provided which should be 2.5m wide and 10m long.

The proposed garages fall below the recommended minimum dimensions of 6m x 6m, meaning they cannot be counted as parking spaces. Additional parking must be provided accordingly. The applicant should also clarify whether Eaves House Farm has separate parking provisions to the proposed garages. For the proposed dwelling with three bedrooms, at least two parking spaces are required, each measuring 2.4m x 5m, with an additional 0.6m width where adjacent to an obstruction. Given the single-track nature of the access, all vehicles must be able to enter and exit in a forward gear. The site layout should be amended to ensure adequate turning space alongside parking provisions are available.

Finally, as part of promoting sustainable transport, the development should include covered, secure cycle parking and electric vehicle charging points. Charge points must meet DfT guidance, providing a minimum power output of 7kW with a universal socket.

With this further information and amended plans the LHA will be better placed to consider the proposal.

Yours sincerely
Kate Walsh
Assistant Engineer

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