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Your ref: 3/2025/0357  
Our ref: 3/2025/0357/HDC/KW  
Date: 09 June 2025

**Location:** Horrocksford Old Hall Farm West Bradford Road Clitheroe BB7 4QD  
**Proposal:** Proposed change of use from farm dwelling to offices for Ribble River Trust.  
**Grid Ref:** 374848 443907

Dear Stephen Kilmartin

With regard to your consultation letter dated 12 May 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 change of use from farm dwelling to offices for Ribble River Trust at Horrocksford Old Hall Farm, West Bradford Road, Clitheroe.

The LHA are aware of the relevant planning history for the site which includes application 3/2015/0954 for the provision of new farm access which was approved in 2016.

#### **Site Access**

The LHA are aware that the site will continue to be accessed off West Bradford Road which is a C classified road subject to a 30mph speed limit, an agricultural farm access was approved under planning permission 3/2015/0954, which the applicant intends to continue to use to provide access to site.

However, a detailed access plan should be submitted as part of the application, showing the widths of the access and access road so the LHA can review if the access is an acceptable width to support the intensification of its use following the development.

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A swept path analysis for a twin axel refuse vehicle should be provided or a 6m wide access for a minimum of 10m into the site supported by a 6m radius should be provided to support ingress and egress of either a larger vehicle that would be expected at the site such as a refuse collection vehicle or for allowing two way movement of vehicles.

### **Internal Layout**

An internal access road is proposed between the site access and the car parking provisions, which was initially considered as part of application 3/2015/0954 to support agricultural access to the site. Given the intensification of the proposal and change of use the LHA would require a detailed plan showing the full width of the internal access road, the internal access road should support two way movement as such it should be at least 5.5m wide for its entire length.

The LHA have reviewed the internal floor space, which is 358 square meters and understand that the development will change to class use E(g)(i). The proposal has acceptable off street parking provisions.

The site plan, drawing number 1200 D002, shows a total of 35 car parking spaces within the site. One of the car parking spaces is marked as disabled and 4, including the disabled space have access to an Electric Vehicle Charging Point.

In line with the Joint Lancashire Structure Plan guidance 1 per 10 car spaces as part of overall provision should be provided for mobility spaces. Whilst the LHA welcome an EVC point to be accessible within a disabled bay this may limit use for other disabled badge holders who do not use an electric vehicle, as such disability provisions should be provided for both electric vehicles and non-electric vehicles within the site. The LHA would expect a minimum of 3 disabled parking spaces to be provided within the site in line with the above guidance.

Bicycle parking has also been addressed within the site plan, although no clear indication has been provided regarding the type of cycle parking to be provided. Provisions for approximately 8 bikes can be noted. As the site will provide employment, long-stay covered, secure cycle parking will be required as such the cycle parking provisions must be covered to support use in all weather conditions.

The site would also benefit from pedestrian facilities in line with inclusive mobility guidance which may reduce the reliance on private vehicles as such the site would benefit from 2m wide footway provisions from the access into the site.

### **Operating statement**

The applicant has provided some information regarding the business which is proposed within the development such as the number of staff, being 33 in total and the parking requirements, such as parking for light goods vehicles or public carrier vehicles which can be cater for in the standard parking spaces provided within the site.

The applicant does plan to further intensify the site, as the development is planned to be undertaken in 3 stages, whilst this application focuses on stage 1 of the development firstly providing office space. The LHA is aware that storage and training/educational facilities

are planned in the latter stages; consideration should be given to parking and operational needs in the latter stages to ensure the provisions within the site can cater for future diversification.

### **Sustainability**

The site is located within 800m of existing bus stops; however, the infrequency of services raises concerns as it could limit sustainable transport options and increase dependency on car travel. The closest train station is situated in Clitheroe and is approximately 1.5 miles from the site, cyclists could therefore choose to take the train from outside the area and cycle for approximately 9 minutes to the site. Other amenities are also situated the same distance away.

The site plan does show that cycle parking provisions are to be included, further details are required on the cycle provisions however given that the site is an employment site covered secure cycle storage shall be provided. Additionally, due to the nature of the application, it is expected that the charging point for electric vehicles shall be inline with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings which 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**

In conclusion, while the existing access from West Bradford Road has been previously approved, further detailed assessments are required to ensure its suitability for intensified use, including swept path analysis and/or width measurements to support safe vehicle movements.

The internal parking provisions align with standards, but refinements are needed to improve cycle storage security, ensure appropriate disabled parking and pedestrian facilities.

The sustainability of the site is impacted by limited public transport accessibility, potentially increasing reliance on private vehicle travel. Although cycle provisions are included, further clarity is needed to ensure secure and covered facilities, alongside compliance with electric vehicle charging standards.

Future expansion plans must be carefully considered when the latter stages come forward for consideration by the LHA in relation to parking capacity and operational needs to support long-term site development without compromising traffic flow or highway safety.

As such, revised plans will help ensure the development meets planning and transportation requirements as set out within this response.

Yours sincerely

Kate Walsh  
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Highways and Transport

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