

Ribble Valley Borough Council
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Your ref: 3/2025/0517
Our ref: 3/2025/0517/HDC/KW
Date: 10 October 2025

Location: Dockber Laithe Farm Sawley BB7 4LF
Proposal: Regularisation of construction of a steel portal framed building for use
a pet crematorium facility (sui generis).
Grid Ref: 378675 447151

Dear Ben Taylor

With regard to your consultation letter dated 1 October 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.

The Local Highway Authority (LHA) are in receipt of an application for the proposed erection of a 1-storey rear extension to create additional storage of the existing shop (Class E(a)) at Thoroughgoods 1 Whittingham Road, Longridge.

The site will be accessed via a private access tract subject to a national speed limit. The private access tract also serves Bridleways, BW0339016 and BW0339020. The private access tract meets the highway maintained at public expense at an existing access on to Sawley Old Brow, an unclassified road with a speed limit of 30 mph fronting the site access.

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.

The site will support an existing business established in Burnley, collections and deliveries will be made from the Burnley premises, accounting for an additional 4 vehicle movements. No external visitors will travel to the site, and there will be one member of

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staff operating from the site, supported by one parking space. As such, the effect of the development on the operation of the local highway network would be negligible.

Given the site's distant location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles. The highway authority considers that an adequate level of on-site car parking has been provided.

The National Planning Policy Framework (NPPF) states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios." (Paragraph 116). The Local Highway Authorities detailed examination of this application, which included accident analysis, assessment of access design and parking concludes there are no highway grounds to support an objection as set out by NPPF.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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