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Your ref: 3/2025/0537  
Our ref: 3/2025/0537/HDC/KW  
Date: 06 August 2025

**Location:** Root Farm Dunsop Bridge Clitheroe BB7 3BB  
**Proposal:** Change of use of remaining two traditional buildings at Root Farm to Class E use.  
**Grid Ref:** 366014 449950

Dear Ben Taylor

With regard to your consultation letter dated 22 July 2025, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

### **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 of the remaining two traditional buildings at Root Farm to Class E use at Root Farm, Dunsop Bridge, Clitheroe, BB7 3BB.

The LHA are aware of the relevant historical planning applications for the site, which are as follows:

- 3/2024/0091 - Proposed provision of GPR substation to house ENWL infrastructure and associated alterations to site layout. Approved.
- 3/2023/0817 - Demolition and conversion of farm buildings to employment space (Use Class E) including demolition of agricultural building and new build workshop (pursuant to variation 2 on permission 3/2021/0952 to amend approved plans). Approved.
- 3/2021/0952 - Demolition and conversion of farm buildings to employment space (Use Class E) including demolition of agricultural building and new build workshop. Approved.

Continued...

The site is currently made up of the original farmhouse, a holiday cottage, two buildings which operate under Use Class E. This application is for the two remaining traditional barns to become operational under Use Class E.

There is no information regarding the occupiers of the current units on the site, other than that they operate under Use Class E which is for a range of commercial businesses and services.

### **Site Access**

The site will utilise an existing access off Newton Road, which is a C-classified road, the C568, and is subject to a national speed limit. The existing internal access track which serves the site, also serves Public Right of Way, FP0308019.

The LHA are aware that off-site access improvements were undertaken by Section 278 work as part of the previous planning applications 3/2021/0952 and 3/2023/0817. Alongside internal works that also included the provisions of a passing place internally to support two-way movement through the site.

The site will also continue to utilise an existing agricultural access for agricultural purposes only.

### **Internal Layout**

The internal layout of the site has been considered as part of the previous applications. The requested improvements have been aimed at supporting the safe use of the site, which includes the provisions of a passing place to allow two way movement and reduce conflict at the access point with the highway. It is also understood that a turning head has been provided within the site, as noted on drawing D/CB 01.

However, there are no footways internally within the site, which means the site cannot be considered safe for pedestrian movement or in line with inclusive mobility guidance. The footway requirements to improve pedestrian safety would be to implement 2m-wide footways throughout the site to provide segregated pedestrian facilities. However, it is noted that the surrounding network, which is maintained at public expense, does not have footway provisions that could be connected to the site.

The Local Highway Authority and Ribble Valley Borough Council have not currently updated their parking standards since the introduction of Use Class E in 2020. As such the LHA suggest the following parking standards taking into consideration the existing parking standards and the previous Use Classes, which now fall into Use Class E.

The LHA also understand that Ribble Valley Borough Council's Planning Authority also placed a condition on the previous applications that limited the Use Class to '*no greater than 50% of the floorspace of the class E use hereby approved shall be used for retail uses*' as such the LHA ask that the condition is also applied to the proposal and will apply 50% of the parking provisions estimated as retail which is a provision of 1 per 20 square meters and 50% at 1 per 35 square meters which is an average when taking into consideration the businesses likely to operate from the site which fall within Use Class E. This also takes into account that the site is not considered sustainable, as detailed later within the response.

Development	Gross internal floor space	Parking Provisions
Existing buildings approved under 3/2021/0952	830 square metres	31
Proposed buildings as part of applicant 3/2025/0537	520 square metres	20

As such, the LHA would expect the site to provide a total of 51 parking spaces. This is when taking into consideration the gross internal floor space.

The LHA do acknowledge that when previously considering the applicant in 2021, the LHA were unable to apply parking standards at the time, the LHA also had limited information about the site and what businesses would operate within the site. This remains a concern for the LHA when sites are applying for Class E Use. At the time, the LHA accepted the provision of 24 parking spaces to cater for the previous development.

This is why the LHA will request further information on how the current site is operating; this information will allow the LHA to further understand the business and parking demand that currently exists and can use this to understand how the site might operate in the future.

Given the current lack of information, the LHA would look for the site to increase the parking provisions by a total of 20 spaces, which would meet the requirements of expected parking demand when considering the calculations above.

The LHA recently undertook a site visit to aim to understand the current demand within the site and noted that the passing place previously approved is currently being used to support on-site parking provisions, which is not acceptable.

### **Operating Statement**

The LHA request that an operating statement is submitted detailing the following information:

- A detailed transport assessment, including trip generation information
- Clarity on what businesses already operate within the site to gain an understanding of what businesses are using the current units.
- Details of where the owners/workers of businesses operating from the current units live, in aim to further understand the local demand.
- A traffic count detailing the existing traffic movements, including the types of vehicles being utilised within the site.
- Parking count to understand existing demand.

This information will allow the LHA to gain a better understanding of current demand which can be used to understand how the site may function in the future following the proposed development should permission be granted.

### **Public Right of Way**

Please note that there are Public Rights of Way's (FP0308019) through the application site which must not be obstructed during the proposed development. 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.

### **Sustainability**

It should be noted that given the rural nature of the site, it is likely that travel to the site will be undertaken in private vehicles, particularly during darkness due to the lack of footways throughout the site and on the surrounding network. Whilst there are unmarked bus stops situated close to the site, the bus stop offers a low-frequency service and therefore would not be considered to provide sustainable use. The stops are also not linked by footways and would mean that anyone making use of public transport would need to walk within the carriageway. Therefore, the LHA is of the opinion that there is a reliance on private vehicles for anyone visiting the site.

The development shall include covered secure cycle storage to ensure the provision and availability of adequate cycle parking and for the promotion of sustainable forms of transport. The LHA also note that charging points for electric vehicles are included in the development, which helps to promote sustainable modes of transport.

### **Conclusion**

In summary, whilst the proposal aims to bring the remaining traditional barns into operational use under Class E, there remain concerns from the Local Highway Authority. These include the lack of information regarding current site occupiers and potential shortcomings in parking provision. Therefore, before progression, the LHA advises the submission of a detailed operating statement and transport assessment to adequately evaluate both present and future demand.

Yours sincerely

Kate Walsh

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Highway Development Control

Highways and Transport

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