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Your ref: 3/2025/0569
Our ref: 3/2025/0569/HDC/KW
Date: 24 September 2025

Location: Wood Top Farm Chipping Road Chaigley PR3 2TS
Proposal: Proposed demolition of redundant barn and erection of farm worker's (self-build) dwelling to include new vehicular track.
Grid Ref: 365061, 442574

Dear Maya Cullen

With regard to your consultation letter dated 16 September 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 demolition of a redundant barn and erection of a farm worker's (self-build) dwelling to include a new vehicular track.

The LHA is aware of a recent relevant application at the site, application reference 3/2023/0620, for the proposed demolition of a redundant barn and erection of a farm worker's dwelling. This application was refused by the Local Planning Authority in November 2023.

Access

The dwelling is located off Chipping Road, Chaigley (C354) which is a C classified road subject to a 60mph speed limit. The LHA are aware that an existing field access is present and will continue to serve a farm track alongside the proposed dwelling.

Therefore, the LHA would expect the access to support vehicle movement both for the proposed dwelling and its agricultural use and as such an access should be at least 6m wide. The LHA has reviewed drawing 2299-P03 Revision A and notes that the width of the proposed access is acceptable. The access should be hard-paved for a minimum of

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10m into the site from behind the highway edge to prevent debris from being transferred onto the adopted highway. The access should also be supported by drainage into a suitable internal outfall to prevent water from discharging onto the public highway.

There is also an existing access fronting the derelict farm building which should be reinstated prior to first occupation. It is noted within the proposed site plan, drawing 2299-P03, Revision A, that hedging is proposed along this access line which will support the closure of the access.

There is an existing access frontage the redundant barn which will require reinstatement which may involve the excavation and subsequent reinstatement of areas of publicly maintained land which should be suitably constructed. The proposed access works and reinstatement work will need to be undertaken as part of a section 278 agreement of the 1980 Highways Act.

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 section 278 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 Section 278 agreements at a very early stage.

The applicant has provided traffic counts to support the application that show that the 85th percentile of traffic speeds was 37.5mph South-Westbound, to the left, and 41mph North-Eastbound, to the right. Whilst the LHA acknowledges that the applicant has applied MfS guidance as stated in the previous response, however given that the site access is situated on a classified C Road, which is rural in nature and the speed of traffic is above 37mph the visibility splays are required to be in line with The Design Manual for Roads and Bridges guidance as set out in Chapter 2 Design Speed. As such the LHA would expect visibility splays to be 120m in both directions.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

The sightlines currently shown are significantly less than the above requirement; as such the applicant should provide an amended visibility splay drawing. The LHA notes that in both directions, there is a natural curvature in the road, which may limit visibility. Should the applicant not be able to achieve the required 120m in both directions, then a drawing showing the maximum visibility splay available, which falls within the applicant's ownership and/or the adopted highway, should be provided.

Parking Provisions

A 3-bedroom dwelling, such as the proposed, requires 2 off-street parking spaces. The Proposed Site Plan shows that there is acceptable room for two vehicles to park within the site. The applicant has also provided a turning head within the development which allows for ingress and egress in a forward gear.

A cycle store and electric vehicle (EV) charging point is a welcome inclusion within the development. The EV charging point shall be fitted in line 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 summary, the Local Highway Authority has reviewed the proposed development and acknowledges the improvements made to the access, parking provision, and sustainable transport measures such as cycle storage and EV charging. However, due to the recorded traffic speeds exceeding 37 mph and the rural nature of Chipping Road (C354), visibility splays must comply with the Design Manual for Roads and Bridges (DMRB) standards. The currently proposed sightlines fall short of the required 120 meters in both directions and must be revised accordingly.

Should full compliance with DMRB visibility standards not be achievable due to physical constraints such as road curvature, the applicant must provide a drawing demonstrating the maximum achievable visibility splays within land under their control or the adopted highway.

Subject to the submission of an amended visibility splay drawing, the LHA will be in a position to further assess the highway implications of the proposal.

Yours sincerely

Kate Walsh

Highway Development Control Technician

Highways and Transport

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