



ADL/AM/6854/20A

20th January 2026

FAO: Lancashire County Council (Highway Authority)
cc: Ribble Valley Borough Council (Planning Authority)

[via email]

Re: 3/2025/0794 - PRIOR NOTIFICATION FOR PROPOSED CHANGE OF USE OF AN AGRICULTURAL BUILDING TO OFFICE USE INCLUDING ANCILLARY PARKING AND OPEN SPACE UNDER SCHEDULE 2 PART 3, CLASS R OF THE GDPO - OLD DAIRY FARM, CHIPPING ROAD, CHAIGLEY, BB7 3LS.

ADL Traffic and Highways Engineering Ltd are providing this letter on behalf of the Applicant to support the proposed change of use at the Old Dairy Farm, Chipping Road, Chaigley.

This Letter is specifically provided in response to the Lancashire County Council (LCC) highway consultation response dated 16th October 2025. The highway consultation response summary is set out below:

"In conclusion, the Local Highway Authority considers that the application, as submitted, does not adequately assess the highway implications of the proposed change of use.

Highlighted concerns include the suitability and safety of the site access and the lack of supporting evidence for trip generation. Furthermore, the site's rural location and poor connectivity to sustainable transport options reinforce the LHA's view that the development would be heavily reliant on private car use. The LAH require the applicant to provide the requested further information, including detailed access arrangements, visibility splays, and vehicle trip data."

The items of additional information relating to the detailed access arrangements, visibility splays and vehicle trip date as set out within the highway comments are covered under the respective headings below.

Site Access

Access width / geometry:

LCC providing comments on the width / geometry of the site access, request that the applicant "advise whether the access will be used solely for the proposed offices or if it will continue to be used by agricultural vehicles. The LHA would expect the access to be at least 6m wide for 10m into the site."

There are two accesses serving the site. The southern site access will serve the proposed office use class, and the northernmost access will continue to be used by the agricultural uses that are retained on the site.

The southern access is approximately 6m width through the gated section, albeit there is a pinch point of around 5.5m width preceding the gates. The gate is set back approximately 8.6m from the edge of Chipping Road, as existing.

To adhere with highway consultation and email advice received from LCC, the gate will be set-back further to enable a minimum of 10m waiting space when gates are opened allowing two cars to be situated fully off the highway. The access design, geometry and position of gate is shown in drawing **ADL_6854-01**.

Condition:

With respect to the condition of the access, LCC state: *“There are also concerns regarding the current condition of the site access, the site access shall be appropriately paved in tarmacadam, concrete, block paviours, or other hard material for at least 10m into the site.”*

The existing site is hardbound with concrete surfacing. Whilst cracks are evident, there are not any significant potholes or defects which would make access or egress from the site unsafe. If necessary, however, the Applicant would be agreeable to resurfacing the access up to the position of the repositioned gates (beyond 10m). This is shown hatched within the drawing **ADL_6854-01**.

Visibility Splays & ATC Survey:

LCC request in their response that the Applicant demonstrate *“visibility splays set 2.4 metres back from the near edge of the carriageway and extending 215 metres along the nearside carriageway edge in both directions”* based on the national speed limit, however *“lower sight line requirement may be acceptable if the applicant can provide an observed traffic speed study, which indicates the 85th percentile traffic speeds are less than detailed above.”*

To review the traffic volume and speeds on Chipping Road, ADL commissioned the undertaking of Automatic Traffic Count survey, undertaken by Auto Surveys Ltd positioned as shown below:



The ATC survey was carried out between Thursday 8th January and Wednesday 14th January. The summary is set out below:

15110		CLITHEROE									
Site	Location	JANUARY 2026		Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Ave 85%ile Speed	Ave Mean Speed
		Direction									
Site No: 15110 001	Chipping Road Clitheroe (NW of Old Dairy Farm) 53.869729, -2.471129	Channel: Northwestbound	Thu 08-Jan-26	Wed 14-Jan-26	NSL	3223	506	460	34.7	29.9	
		Channel: Southeastbound	Thu 08-Jan-26	Wed 14-Jan-26		3314	523	473	34.9	29.8	

As shown above, the 85th percentile speeds on Chipping Road proximal to the site access is 34.7mph northwestbound and 34.9mph southeastbound.

Based on MfS formula for determining visibility splay requirements this would warrant a requirement of:

- **2.4m x 51m**

Drawing **ADL_6854-02** shows the site access detail as requested by LCC (and agreed by the Applicant) with the 2.4m x 51m visibility splays demonstrated in both directions of both site accesses for completeness.

The visibility splay is demonstrated to be entirely within the private site demise and adopted public highway.

Trip Generation

As noted in the highway consultation response “*The applicant has suggested that the proposal will have 15 vehicle movements a day.*” Given the location of the site, it is likely that the office use would attract a fairly niche business, and traffic generation would not be significant.

To provide an indication of the possible quantum of vehicles associated with an office proposal comprising 889sqm, ADL can review TRICS for comparable sites. Upon review, however, it is noted that there are no directly comparable (rural) sites. To assess a worst case scenario a TRICS profile was created for office sites in edge of town or suburban locations, for office units up to 2,500sqm.

The TRICS trip rates, traffic generation and parking accumulation are set out below:

Period	Trip Rates			Traffic Generation (890sqm)			Parking Accumulation
	In	Out	Totals	In	Out	Totals	
07:00-08:00	0.524	0.114	0.638	5	1	6	4
08:00-09:00	1.593	0.185	1.778	14	2	16	16
09:00-10:00	1.269	0.328	1.597	11	3	14	24
10:00-11:00	0.506	0.278	0.784	5	2	7	27
11:00-12:00	0.331	0.342	0.673	3	3	6	27
12:00-13:00	0.46	0.634	1.094	4	6	10	25
13:00-14:00	0.642	0.51	1.152	6	5	11	26
14:00-15:00	0.467	0.424	0.891	4	4	8	26
15:00-16:00	0.339	0.588	0.927	3	5	8	24
16:00-17:00	0.335	1.176	1.511	3	10	13	17
17:00-18:00	0.16	1.743	1.903	1	16	17	2
18:00-19:00	0.119	0.499	0.618	1	4	5	0
Daily Trip Rates:	6.745	6.821	13.566	60	61	121	

As shown above, the office use could theoretically generated up to 17 vehicles two-way in a peak hour, and up to 121 two-way vehicles daily. This level of traffic would not result in a significant impact on the local highway network. The parking accumulation could be up to 27 parked cars, which would be facilitated within the proposed car park which indicates 30 formal spaces, and further space for any overspill within the site.

Emergency Vehicle (Fire Tender) and Refuse Vehicle

For completeness, vehicle tracking is provided as drawing **ADL_6854-03** showing a LWB Fire Tender and Refuse vehicle entering, turning and exiting the site via the proposed office site access.





