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Your ref: 3/2025/0794
Our ref: 3/2025/0794/HDC/KW
Date: 10 February 2026

Location: Old Dairy Farm Chipping Road Chaigley BB7 3LS
Proposal: 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.
Grid Ref: 369111 441517

Dear Maya Cullen

With regard to your consultation letter dated 28 January 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority (LHA) 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 or capacity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application 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 at Old Dairy Farm, Chipping Road, Chaigley.

The LHA have reviewed the previous planning application for the site which are as follows:

3/2025/0787 - Prior notification for demolition of a mixed-materials agricultural lean-to under Part 11 Class B of the GDPO

3/2000/0025 - adaptation and re-use of former dairy buildings as 10 no. units of residential accommodation with ancillary use class b1 workspace

3/2011/0310 - Proposed farm workers dwelling.

Continued...

3/2009/0524 - Construction of an agricultural livestock building (Phase 3).

3/2009/0523 - Construction of an agricultural livestock building (Phase 2).

3/2009/0522 - Construction of an agricultural livestock building (Phase 1).

3/2008/0703 - Proposed outline application for farm workers dwelling, including siting, with all other matters reserved.

Site Access

The site has two existing access on to Chipping Road, which is classified as the C354 with a national speed limit fronting the site access.

The southern site access will serve the proposed office use class, and the northern access will continue to be used by the agricultural uses that will be retained on the site.

The southern access is an appropriate width to provide 2-way movement as noted within drawing ADL_6871-01 titled Access Detail and Vehicle Tracking for Cars within the supporting document ADL/AM/6854/20A. The plan also shows that a minimum of 10m setback distance when gates are opened will be provided, allowing two cars to be situated fully off Chipping Road. The access shall be hard surfaced for the first 10m to ensure no debris is dragged onto the highway, resulting in a hazard.

Swept path analysis has been submitted demonstrating that a Fire Tender and a Refuse Vehicle can safely access and exit the site in forward gear. The LHA has reviewed the tracking and considers it acceptable.

The LHA previously requested that the applicant provide a visibility splay drawing to ensure adequate intervisibility between highway users at the access. The applicant undertook a traffic count, which found that the 85th percentile speed of traffic travelling northwest bound was 34.7mph and southeast bound was 34.9mph. As such, the applicant has provided visibility splays of 2.4m x 51m in both directions as noted within drawing ADL_6871-02.

The visibility splays are wholly within the land which the applicant controls and/or the adopted highway; 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 access.

Trip Generation

The applicant has provided detailed trip generation information using TRICS data within the supporting document ADL/AM/6854/20A. The TRICS data shows that up to 17 two-way vehicle movements in the peak hour of 17:00 – 18:00 could take place, similar to the morning peak hour of 16 vehicle movements between 08:00 – 09:00. The LHA is of the opinion that, given the above results, the site would not result in a significant impact on the local highway network.

Internal Layout

The LHA have reviewed drawing number 6811 SK-CT-1 Revision D. The site is proposed to be made up of 29 individual units; the applicant has advised that these will operate as

offices, which fall under Use Class E(g)(i). When considering the dimensions of each unit and the parking standards as defined in the Joint Lancashire Structure Plan, the development should provide a total of 28 parking spaces. The site provides adequate parking provision alongside appropriate manoeuvring space. The site also provides 2 disabled bays which are designed in line with guidance, as well as cycle storage facilities.

Sustainability

The closest bus stop running a public service, Bus service 11, is situated over 4km away in Bashall Evens village, although it runs a limited service. The site is also not linked by footways and would mean that anyone making use of public transport would need to walk within the carriageway, which is rural in nature with no street lighting.

Given the rural nature of the site, the LHA is of the opinion that all trips generated to and from the site would be limited to the private car, given that there are no pedestrian facilities linking to the closest bus stop as well as local amenities such as shops being a significant distance away from the site.

Conditions and informative notes:

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
 - 24 Hour emergency contact number.
 - Details of the parking of vehicles of site operatives and visitors.
 - Details of loading and unloading of plant and materials.
 - Arrangements for turning of vehicles within the site.
 - Measures to protect vulnerable road users (pedestrians and cyclists).
 - Wheel washing facilities.
 - Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
 - Measures to control the emission of dust and dirt during construction.
 - Construction vehicle routing.
 - Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.
Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number ADL_6871-01 have been implemented in full.
Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework.

3. No use hereby permitted shall commence until visibility splays 2.4 metres back from the centre line of the access and extending 51 metres on the nearside carriageway edge in both directions have been provided, as shown on the approved plan, drawing number ADL_6871-02. 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

4. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned in line with the arrangements shown on drawing number ADL_6871-01.

Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.

5. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 10m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

6. No use hereby permitted shall be commence until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

7. No use hereby permitted shall be commence until the cycle storage provisions for the units has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informative notes:

- This consent requires the construction, improvement or alteration of an access to the public highway. Under the appropriate legal agreement Lancashire County Council as the Highway Authority must specify the works to be carried out. Therefore, before any works can start, the applicant must contact the Highway Authority at highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway, and verge.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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