

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0794
Our ref: 3/2025/0794/HDC/KW
Date: 16 October 2025

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 7 October 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 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.

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

Continued...

Lancashire County Council
PO Box 100, County Hall, Preston, PR1 0LD

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 access which sits further southeast has been highlighted within the red edge of the location plan as such the LHA view that this access will be used to serve the units.

However the applicant has not included a detailed site access plan within the supporting documents; as such the LHA requests that a site access plan be provided. The applicant should also 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 also concerns regarding the access due to surrounding vegetation limiting visibility. The proposal will see an intensification of the use of the access, and the proposal will generate more car movements where drivers will not have the same clearance over vegetation/obstructions as the existing agricultural vehicles using the access.

The LHA therefore request that the applicant provide a visibility splay drawing to ensure adequate intervisibility between highway users at the access. To ensure adequate intervisibility between highway users at the access a visibility splay set 2.4 metres back from the near edge of the carriageway and extending 215 metres along the nearside carriageway edge in both directions should be provided.

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 access.

Alternatively a 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. The traffic study would need to be carried out by an approved specialist showing the 85th percentile wet road traffic speeds in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the access.

The applicant should provide accurate details of the access visibility splay, before determining the application.

There are also concerns regarding the current condition of the site access, the site access shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material for at least 10m into the site.

Trip Generation

The applicant has suggested that the proposal will have 15 vehicle movements a day. However, this information has not been supported by evidence. To allow the LHA to fully assess the application, the LHA require further information regarding the type of vehicles that will access the site and the expected number of trips the site will generate to validate this estimate.

Internal Layout

The LHA have reviewed drawing number 6811 SK-CT-1 Revision A, and it is noted that no internal road has been highlighted within the red edge, the LHA would look for a 5m wide internal road, and where parking provisions are shown, a 6m wide carriageway should be provided to provide adequate manoeuvring space. The site is also not supported by internal footways and therefore the site will not be in line with inclusive mobility guidance. The surrounding network, maintained at public expense, is not also not supported by footway, raising concerns for pedestrian safety.

The site is proposed to be made up for 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. Given the rural nature of the site, the lack of footway and street lighting provisions it is unlikely anyone would travel to the site via public transport.

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. Therefore, the LHA is of the opinion that there is a reliance on the private car.

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.

Conclusion

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.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council
T: 0300 123 6780
W: <http://www.lancashire.gov.uk>