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Your ref: 3/2025/0895
Our ref: 3/2025/0895/HDC/KW
Date: 23 February 2026

Location: Barn and outbuilding adjacent to Leagram Mill Farm Dinkling Green Lane Chipping PR3 2QS
Proposal: Conversion of existing barn and outbuilding to create a 4 bedroom dwelling with detached dwelling, including alterations to fenestration, insertion of rooflights, insertion of flue and associated landscaping, parking and private amenity space.
Grid Ref: 363862 444145

Dear Maya Cullen

With regard to your consultation letter dated 11 February 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 for the proposed conversion of existing barn and outbuilding to create a 4 bedroom dwelling with detached annexe, including alterations to fenestration, insertion of rooflights, insertion of flue and associated landscaping, parking and private amenity space at Barn and outbuilding adjacent to Leagram Mill Farm, Dinkling Green Lane, Chipping.

Site Access

The site will be accessed via an amended existing access onto Dinkling Green Lane, classified as the C567, subject to a national speed limit. The access amendments include widening the existing access, the placement of a 0.9m boundary wall around the access and gates set back to 10m.

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The site access will also provide access to the existing agricultural building with recent planning permission granted to replace the building with a new agricultural building under reference 3/2025/0387, as well as retain the existing access into an agricultural field to the west of the site.

The applicant has provided a traffic survey as detailed within the submitted documentation, reference TN01. The traffic survey was carried out for 7 days by an independent traffic survey company from 19th to 25th January 2026. The ATC recorded two-way 85th percentile speeds in the vicinity of the site access. The results show that the 85th Percentile Speeds Eastbound was 21.6 mph and Westbound was 23.3 mph. As such visibility splays of splays of 2.4m x 27.5m and 2.4m x 30.4m shall be provided.

Drawing J32-9380-PS-001 within document TN01 show achievable visibility to the west and east within land under the control of the applicant and 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 proposed access.

The access shall be paved in a permeable hardstanding material for 10m into the site to prevent debris from being dragged onto the highway and drainage, collected within the site and drained to a suitable internal outfall, should be provided at the access point to prevent water from discharging onto the highway.

Internal Layout

The LHA have reviewed drawing number 07, Revision A, titled Proposed Site Plan and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

There is room to manoeuvre within the site which will allow for ingress and egress in a forward gear as shown within drawing J32-9380-PS-001 in Appendix D of the submitted document TN01.

Public Right of Way

Please note that there is a Public Rights of Way FP0310009 close to the application site which must not be obstructed during the proposed developments. It is the responsibility of the landowner to ensure that the necessary procedures are followed for the legal diversion of the Public Right of Way if this should be necessary. The granting of planning permission does not constitute the diversion of a Definitive Right of Way.

Drainage

For drainage strategies which are connecting to a watercourse, the Applicant needs to be aware that under the Land Drainage Act 1991 consent is required from the Lead Local Flood Authority for work which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Consent must be obtained before works are started on site as it cannot be issued retrospectively.

Sustainability

Given the site's distant location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles.

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development must include covered and secure cycle storage to ensure adequate parking provisions and to promote cycling as a sustainable mode of transport. The LHA note the presence of a cycle and bin store provided adjacent to the outbuilding.

In addition, given the nature of the application, the development is expected to incorporate at least one electric vehicle (EV) charging point to further encourage sustainable travel choices. In line with Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, charge points must deliver a minimum power output of 7 kW and be equipped with a universal socket capable of charging all types of electric vehicles.

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. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.
Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.
3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number J32-9380-PS-001 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.

4. No building shall be occupied until visibility splays 2.4 metres back from the centre line of the access and extending 27.5m Eastbound and 30.4m Westbound on the nearside carriageway edge have been provided at the access, as shown on the approved plans. 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.

5. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 10m behind the nearside edge of the highway. The gates shall open away from the highway.

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.

6. 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.

7. The surface water from the approved access shall be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

8. No building hereby permitted shall be occupied 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.

9. Prior to first occupation cycle storage provisions for the residential unit shall be 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.

10. The detached building hereby approved shall only be used ancillary to the enjoyment of the existing dwelling and shall not be used by way of sale or sub-letting to form separate residential or commercial accommodation.

Reason: To avoid the creation of separate dwellings which may be substandard in terms of parking provision and/or vehicular manoeuvring area.

Informative notes:

- This consent requires the construction, improvement or alteration of an access to the public highway. Under an appropriate legal agreement under the Highways Act 1980 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.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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