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Your ref: 3/2025/0895
Our ref: 3/2025/0895/HDC/KW
Date: 09 December 2025

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 21 November 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 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 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 point to approximately 11m, the placement of a boundary wall around the access and gates set back approximately 9.5m.

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

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reference 3/2025/0387, as well as retain the existing access into an agricultural field to the west of the site.

The proposal will generate more car movements and drivers will not have the same clearance over vegetation as the existing agricultural vehicles using the site. As such to ensure adequate intervisibility between highway users at a new access a visibility splay set 2.4 metres back from the near edge of the carriageway and extending 214 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 proposed access.

Or alternatively, reduced sight lines 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 required sight line requirement, before determining the application.

Further amendments are required in regard to the access; the proposed gates should be set further back into the site at 10m behind the carriageway edge. This is because the site will provide access to an agricultural building and as such, agricultural vehicles and trailers require further space to pull clear of the carriageway. 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 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.

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.

Conclusion

To conclude, the LHA has identified several matters that require further clarification and amendment before the application can be fully assessed. Including detailed visibility splays and the positioning of the gates at the site access.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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