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Your ref: 3/2024/0213
Our ref: 3/2024/0213/HDC/KW
Date: 20 May 2026

Location: Eight at Gazegill Gazegill Organics Dancer Lane Rimington BB7 4EE
Proposal: Retrospective planning application to continue use of single storey restaurant building, outdoor seating area, play area and vehicle parking area.
Grid Ref: 382097 446306

Dear Ben Taylor

Further to our original comments dated 12th March 2026 we have reviewed the further submitted information including 'Gazegill – Highways Response and Clarification Note (including Decision Support Note)' and 'Survey and proposed changes' drawings dated 20 April 2026.

Summary

Lancashire County Council acting as the Highway Authority 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, capacity or amenity in the immediate vicinity of the site subject to mitigation measures submitted.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the retrospective planning application to continue use of single storey restaurant building, outdoor seating area, play area and vehicle parking area at Gazegill Organic Farm Lower Gazegill Farm Cross Hill Lane Rimington BB7 4EE.

The LHA are aware of the planning application history for the site which is as follows:

- 3/2024/0213 - Regularisation of Restaurant and Car Park. Refused on 28 November 2024.
- 3/2018/0700 - Erection of a new farm butchery with two holiday lets on the first floor. Approved on 18 December 2028.
- 3/2016/1159 - Erection of a farm tea room and car park on agricultural land. Approved on 31 January 2017.

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The LHA is aware that the current proposal is retrospective and the restaurant is or has been in operation for some time.

Site Access

The site is accessed from Dancer Lane which is a private access track subject to a national speed limit. Dancer Lane also makes up Public Right of Way, FP0336017.

Drawings are submitted to show to Dancer Lane improvements in response to our previous concerns.

The access serves Lower Gazegill, Lower Gazegill Farm, a farm shop as well as the development site which has had previous permission to operate as a tearoom/café.

The Local Highway Authority have raised concerns over the intensification of use of Dancer Lane previously, in response to applications 3/2018/0700, 3/2016/1159 and 3/2024/0213. Dancer Lane which is a privately maintained single-track road, limited forward visibility in sections, the applicant proposes to make improvements to Dancer Lane to mitigate the concerns regarding footpath users and unprotected drops adjacent to the carriageway.

We note that the application is retrospective and is already operating and that the existing access constraints will likely restrict the site from further intensifying. We would highlight that our concerns regarding this application are sufficiently mitigated to allow us to raise no objection to the application however we still have concerns regarding any further intensification at the site and we place responsibility on the developer to ensure the mitigation measures on Dancer Lane are in place and maintained to allow customers to access the site safely and without detrimental impact upon highway users.

As previously discussed, staggered arrivals and departure times are supported with all bookings pre-arranged so the developer can adequately control movements to minimise conflict on the lane. It is noted that the site has approval for a tearoom which would be not be subject to pre-booking.

Parking provisions

The parking provision proposed in the Highways Technical Note show the servicing arrangements are clearly demonstrated and raise no operational concerns.

There are 45 standard spaces within the site which exceed the maximum standard of 39 spaces as required under the Joint Lancashire Structure Plan for a 310 sqm restaurant. Whilst this does not include the outdoor seating area, the applicant has advised that the restaurant can cater for 50 covers, which has been taken into account.

This leaves 6 spaces available for use by those who attend the Farm Shop, no survey of existing farm shop parking, and no evidence of overlap has been provided. The developer raises no concerns regarding the parking provision proposed and no overspill onto the nearby highways are likely due to the constrained width.

Sustainability



It should also be noted that given the rural nature of the site, it is likely that most if not all of the staff and customers will travel to the site in private vehicles, particularly in the evenings due to the darkness of the public right of way network and lack of footways on the surrounding network. The closest bus stop is situated over 1km away on Howgill Lane, however the site is not linked by footways and would mean that anyone making use of public transport would need to walk within the carriageway, which is mostly single track from Howgill Lane to the site. Therefore, the LHA is of the opinion that there is a reliance on the private car, particularly in reference to the extended opening hours.

Conclusion

To conclude, the LHA assessment of the site demonstrates that the proposed retrospective restaurant use at Gazegill Farm results in a material intensification of traffic, particularly during the evening hours when the access route is at its most constrained and least safe.

However, we note that the conflict may be reduced from the extant position by pre-booking and staggered arrivals and departures controlled by the developer to minimise conflict between vehicles and pedestrians on the footpath.

The LHA's concerns remain centred on the unsuitability of Dancer Lane and measures of mitigation are proposed to minimise the impact on highway users.

Therefore, the Highway Authority raise no objection to the proposal. Should the application be approved the following conditions are requested.

1. The scheme of improvements on approved drawings 'Regularisation of restaurant and car park' Drawings P103 - P103.6 (7 drawings) shall be implemented and maintained thereafter for as long as the development hereby approved is trading.
Reason: For highway safety.
2. The car park shall be provided and maintained for the development hereby approved.
Reason: To ensure adequate car parking provision.

Yours sincerely

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