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Your ref: 3/2026/0099  
Our ref: 3/2026/0099/HDC/KW  
Date: 30 April 2026

**Location:** New Barn Knowles Brow Hurst Green BB7 9PT  
**Proposal:** Proposed conversion of agricultural barn to dwelling house. Works to include upgrading works to access and access track, creation of parking area, re-instatement of collapsed roof, insertion of rooflights and alterations to fenestration.  
**Grid Ref:** 369706 438564

Dear Maya Cullen

With regard to your consultation letter dated 9 April 2026, I have the following comments to make based on all the information provided by the applicant to date.

### Summary

#### **No objection subject to condition**

Lancashire County Council acting as the Local 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 the following condition 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 agricultural barn to dwelling house. Works to include upgrading works to access and access track, creation of parking area, re-instatement of collapsed roof, insertion of rooflights and alterations to fenestration at New Barn, Knowles Brow, Hurst Green.

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

3/2016/0488 - Conversion of barn to 3 dwellings including new passing place and improvements to junction between Knowles Brow and Whalley Road B6243. Refused.

3/2016/1011 - Application for Lawful Development Certificate to provide confirmation that the development approved under planning permission 3/2014/0417 and 3/2016/0760 has lawfully commenced. Approved.

Continued...

3/2014/0417 - Variation of conditions 2 (plans) and 12 (access) of planning consent 3/2013/0625. Approved.

3/2013/0625 - Conversion of barn to three open market dwellings. Approved.

### **Site Access**

The site has an existing access from a private road, which also includes Public Right of Way, FP0303063. The private road joins onto Whalley Road, classified as the B6243 with a national speed limit.

The proposal puts forward access improvements that form part of previously approved planning applications for the site (3/2014/0417 and 3/2016/0760).

It is understood that some of the access improvements have already taken place. The proposal includes a 6m radius, 5.5m wide access for at least 10m into the site, as well as works to secure visibility splays along Whalley Road. The access put forward as shown within drawing 8857 – SK01\_A is acceptable to the LHA.

Access improvements also include a passing place along the shared private access road, which begins approximately 125m from the access to Whalley Road. The passing place widens the access road to 5.5m for at least 14m, which allows vehicles to pass each other, including agricultural vehicles.

The access point shall also be appropriately surfaced in a hardstanding material and feature surface water drainage to ensure water from the access and surrounding private land is not discharged onto the highway. The access improvement works will require the applicant to enter into an appropriate legal agreement with Lancashire County Council as the Highway Authority prior to the start of any development.

### **Internal Layout**

The LHA have reviewed the Proposed Site Plan and is aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. There is adequate manoeuvring room within the site to allow vehicles to enter and exit in forward gear.

### **Public Right of Way**

Please note that there is a Public Rights of Way FP0303063 through to the application site which must not be obstructed or closed 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.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

### **Drainage**

The surface water from the approved access onto Whalley Road should be collected within the site and drained to a suitable internal outfall.

## 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.

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. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number 8857 – SK01\_A 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. Prior to first occupation, the passing places a shown on plan, drawing number x8857 – SK01\_A shall be completed to a length of 14m providing a total width of 5.5m and hard paved.
 

**Reason:** in the interest of highway safety and to support two-way passing.

4. No building shall be occupied until visibility splays 2.4 metres back from the centre line of the access and extending 120m in both directions along 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 at least 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 at least 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 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 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.

Informative notes:

- 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](mailto: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](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin.
- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on [lhsstreetworks@lancashire.gov.uk](mailto:lhsstreetworks@lancashire.gov.uk) or on 01772 533433.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement with Lancashire County Council as Highway Authority prior to the start of any development for the proposed access works. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk), in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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