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Your ref: 3/2026/0259
Our ref: 3/2026/0259/HDC/KW
Date: 07 May 2026

Location: Wharf Farm Green Lane Chipping PR3 2QE
Proposal: Proposed demolition of existing bungalow and outbuilding and erection of two storey detached self-build dwelling. Installation of ground mounted solar panels and creation of new vehicular and pedestrian access points
Grid Ref: 362405 443396

Dear Maya Cullen

With regard to your consultation letter dated 15 April 2026, 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 demolition of existing bungalow and outbuilding and erection of two storey detached self-build dwelling. Installation of ground mounted solar panels and creation of new vehicular and pedestrian access points at Wharf Farm Green Lane Chipping.

The LHA are aware of the recent planning application for the site application reference 3/2021/0356, which was approved by the Local Planning Authority (LPA) on 11th February 2022.

Site Access

The site will be accessed via Burtholm Lane, which is classified as the C567 with a speed limit of 60 mph fronting the site access.

The access appears to have been improved between 2023 and 2025, where it has been widened, surfaced, and an access track created between the carriageway edge and one of the farm buildings within the wider site. The proposal will generate more car movements

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and the drivers will not have the same sight line clearance over vegetation as the existing agricultural vehicles using the access. As such, the LHA would request that visibility splays be provided to ensure the access is safe and suitable.

To ensure adequate intervisibility between highway users at the access a visibility splays 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.

Or alternatively, the applicant can provide an observed traffic speed study, which may indicate 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 road traffic speeds in both directions, along with the numbers of vehicles, types of vehicles and the speed of vehicles passing the access with the raw data being made available for review. The traffic study should be conducted over a 1-week period in a neutral month (I.E., April, May, June, September, October). The survey should avoid school holidays, extreme weather, and other anomalies that could skew data.

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.

The applicant should provide accurate details of the sight line requirements before determining the application.

Internal Layout

The LHA have reviewed the proposed site plan, drawing number 6567/c/b/101 and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. There is also room to manoeuvre within the site, allowing vehicles to enter and exit in a forward gear.

Sustainability

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.

Conclusion

Before determining the application, the LHA request that the application provides visibility splays for the access onto Burtholm Lane to ensure there is acceptable intervisibility between highway users.

Yours sincerely
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