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Your ref: 3/2026/0310
Our ref: 3/2026/0310/HDC/KW
Date: 23 July 2026

Location: High Head Barn Moss Lane Chipping PR3 2TR
Proposal: Proposed Change of use of existing buildings from cheese manufacture to a welding and fabrication workshop (Use Class B2) and change of use of land and erection of a storage building for use in association with an agricultural contracting business (Use Class B8).
Grid Ref: 363271 442742

Dear Maya Cullen

With regard to your consultation letter dated 2 July 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 a planning application for the change of use of existing buildings from cheese manufacture to a welding and fabrication workshop (Use Class B2) and change of use of land and erection of a storage building for use in association with an agricultural contracting business (Use Class B8) at High Head Barn, Moss Lane, Chipping.

It is understood that the site has existing permissions however, these are subject to a condition restricting its use to cheese manufacture in connection with a named individual. The LHA is also aware of the recent planning history for the site, application 3/2024/475, which was refused on 30/07/2024.

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Site Access

The site is accessed off a private access road, Moss Lane, which is subject to a national speed limit. Moss Lane meets the adopted highway at Green Lane, a C classified road, the C354, which is subject to a national speed limit. The private access road serves a number of dwellings and agricultural holdings as well as forming a Bridleway, BW0310028.

The junction with Moss Lane and Green Lane would benefit from being resurfaced as it is currently in poor condition; as such, the LHA would expect the junction to be resurfaced in a hardstanding material for 10m behind the adopted highway edge to prevent loose stone from being dragged onto the highway.

Proposal

Based on the submitted Design and Access Statement, the proposal, if permitted would result in a welding and fabrication workshop (Use Class B2) operating from the existing buildings on site and the proposed erection of a storage building (Use Class B8) which will be associated with an agricultural contracting business. It is understood that the two businesses work alongside each other and the applicant is of the opinion that a rural location best fits the business needs.

It is understood that the operations at the site are undertaken by a sole operator, limiting daily vehicle movements, with no regular HGV activity from the site.

Internal Layout

It is understood that the site benefits from 7m wide access and an internal access track that links around the site and allows for ingress and egress in a forward gear. There is also room for vehicles to be parked within the site.

This site would also benefit to provide a track between the proposed building and the existing hardstanding area to reduce the risk of mud and other debris being dragged across the site, although there is at least 10m of hard standing fronting the access into the site which would reduce the risk of debris being dragged onto the adopted highway network.

The proposed new building will provide storage for an agriculture contractor business; however, the LHA would look to condition the building to be linked to the existing provisions on site to ensure the buildings are not operated separately in the future in order to ensure vehicle movements remain limited.

Public Right of Way

Please note that there is Bridleway BW0310028 immediately adjacent to the application site which must not be obstructed during the proposed developments. 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.

Conditions

1. The storage building hereby permitted and the existing buildings within the application site shall only be used in conjunction with one another under the control of the same owner and/or operator. The buildings shall not be occupied, leased, sold, let, managed, or operated as separate and independent units without the prior written consent of the Local Planning Authority.

Reason: To ensure that the development operates as a single facility, to prevent the intensification of use and associated vehicle movements that could arise from separate occupation, and to safeguard the amenities of the area and highway safety.

2. No development shall take place until the junction of Moss Lane with Green Lane, extending from the highway boundary for a minimum distance of 10m 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.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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