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Your ref: 3/2026/0394
Our ref: 3/2026/0394/HDC/KW
Date: 25 August 2026

Location: Aisled Barn Downham Hall Pendle Road Downham BB7 4DN
Proposal: Planning permission for proposed conversion of existing barns and outbuildings to commercial office space, conference room, new internal entrance track with external wall amendments and associated works.
Grid Ref: 378461 444351

Dear Ben Taylor

With regard to your further consultation letter, 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.

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed conversion of existing barns and outbuildings to commercial office space, conference room, new internal entrance track with external wall amendments and associated works at Aisled Barn, Downham Hall, Pendle Road, Downham.

Planning history

The LHA has reviewed the recent planning history for the site and is aware that there are two ongoing planning applications at the site alongside this proposal, which are for listed building consent as detailed below:

3/2026/0397 - Barn to Home Farm (Aisled Barn) Downham Hall Pendle Road Downham BB7 4DN.

3/2026/0402 - Building on east side of yard to aisled barn (Cart Shed) Downham Hall Pendle Road Downham BB7 4DN.

Continued...

Lancashire County Council
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The LHA were consulted on the above applications, and the following comments are also in response to these matters, as well as planning application 3/2026/0394.

Access Arrangements

Access to the site is currently taken from Downham Road and Pendle Road at two points, both of which are gated accesses bound on either side by existing walls. There is a direct access into the existing yard (Pendle Road), and a secondary access that provides access to the yard via Downham Hall (Downham Road).

Both Downham Road and Pendle Road are classified as the C582 and are subject to a national speed limit. Both roads are rural in nature with no formal footways or street lighting.

Both access points have been considered to provide access to the development, with the existing western access being chosen as the primary access to serve the site alongside maintaining existing access to Downham Hall. Currently, the visibility of the existing western access is restricted in part by the adjacent walls. To improve visibility for the proposed site and for its existing usage, the proposal includes reducing the height of the boundary wall to maximise sightlines at the existing access.

It is understood an Automatic Traffic Count was undertaken between Friday 7th April 2023 and Thursday 13th April 2023. The ATC surveys recorded the total number of vehicles in each hour by category as well as traffic speeds. The results of the survey show that the 85th Percentile of traffic speeds was 36.5mph Eastbound and 34.6mph Westbound.

It is proposed to reduce the height of the boundary wall to maximise sightlines at the existing access. Sightlines of 2.4m x 56m to the West and 2.4m x 53m to the East, can be achieved, offset by 1m from the carriageway edge. The visibility splays are acceptable in this case and in line with Manual for Streets guidance. Where the visibility envelope falls across the existing boundary walls and/or any vegetation, these shall be reduced in height to no more than 0.9m above the carriageway level to maintain acceptable visibility. The access would also benefit from resurfacing in order to ensure debris is not dragged onto the highway, causing a skidding hazard.

As part of the development proposal, the existing access from Pendle Road into the courtyard shall be permanently closed to vehicle traffic to avoid conflicts arising from the site being accessed from multiple points. The applicant shall enter into an appropriate legal agreement with Lancashire County Council to ensure the access is permanently removed, and any carriageway is appropriately reinstated where necessary.

The applicant has also advised that deliveries to the site are anticipated to be in smaller light goods vehicles. It is anticipated that deliveries in these smaller vehicles will enter the site, park using the spaces available, complete their delivery, then exit in forward gear. The applicant has provided a swept path analysis assessment for a small van on Figure 3.3 and Figure 3.4 within the submitted Transport Technical Note.

Collision data

A review of recorded Personal Injury Collisions (PIC) data from the Lancashire County Council database as recorded by the police indicates that there has been one reported

incident within 500m of the site access over the past five years, which resulted in slight injuries to one person.

Trip Generation

It is understood that a tenant has been identified who will use the space on behalf of the Downham Estate and as such it has been possible to derive an indicative trip assessment using the existing operations. With this in mind, it is assumed that 8 staff could use the site on a typical day with arrivals in the morning, and departures in the afternoon/evening. This could result in 8 vehicular arrivals in the morning between 0730-0900hrs and 8 vehicular departures between 1600-1730hrs which is not anticipated to have a significant impact on the surrounding network.

Parking Provisions

As there is an existing business looking to take over the site, the prospective tenant has provided the level of employment planned for the site, with 12 staff in total. As such, an appropriate level of parking can be provided, which is considered to be sufficient for the development demands.

It is understood that a disabled parking bay will also be provided within the bays shown. Secure covered cycle parking will be provided and space is available to accommodate motorcycles in a secure location, although this has not been shown within the proposed site plan, drawing 6838-P10.

Sustainability

The nearest bus stops to the site are within 330m to the east of the site access. The stops are served by two regular Vision Bus services, 66, 66S and 67. Services 66 and 66S operate between Clitheroe and Nelson, typically running every two hours during the daytime. Service 67 also links Clitheroe and Nelson, following a different route beyond Downham. This service generally operates every two hours, with journeys staggered between those of the 66 to provide a more regular overall service from Downham.

The nearest railway station to the site is Clitheroe, which is a 21-minute cycle journey or a 31-minute bus journey via bus service 66. The station provides regular services along the Ribble Valley line, offering direct connections to Rochdale via Blackburn, Bolton and Manchester Victoria.

Whilst a level of sustainable transport provision exists, there is currently no footway provision connecting the site to the nearby bus stops or local amenities. Cycle journeys also would require confident riders due to the lack of segregated cycle provisions on the network, requiring cyclists to share carriageway space with other road users on the network.

Due to the above, the LHA is of the opinion that the site will have a level of car dependency for future occupiers of the site.

Refuse Collection

It is understood that the site will follow the existing refuse collection arrangements for the Downham Hall Estate, where the refuse vehicle will wait momentarily on the network with bins stored in the courtyard to be dragged directly to the back of the vehicle.

Conditions

1. No use hereby permitted shall commence until the existing vehicular access to the East, from Pendle Road into the site, has been permanently closed prior to the first occupation of the development and shall thereafter be retained as closed for the lifetime of the development.

Reason: In the interests of highway safety.

2. No use hereby permitted shall commence until visibility splays 2.4 metres back from the centre line of the access and extending 56m to the West and 53m to the East, as shown on the approved plan, drawing number 6838-P10. 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.

3. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned at least 5m behind the carriageway edge.

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.

4. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 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.

5. No use hereby permitted shall 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 marked out in accordance with the approved plan. The car parking area 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.

6. No use hereby permitted shall be commence until the cycle storage provisions for the units has been 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:

- 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 or on 01772 533433.

- This consent requires the construction, improvement or alteration of an access to the public highway. 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. The applicant should be advised to contact the county council for further information by telephoning the Development Control Section on 0300 123 6780 or email 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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