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Your ref: 3/2024/0913
Our ref: 3/2024/0913/HDC/KW
Date: 14 April 2026

Location: Land off Back Lane Chipping PR3 2QA
Proposal: Proposed change of use of land to tourism and erection of five camping pods.
Grid Ref: 361993 441328

Dear Ben Taylor

With regard to your consultation letter dated 25 March 2026, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

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 change of use of land to tourism and the erection of five camping pods at Land off Back Lane Chipping PR3 2QA.

Site access

The LHA are aware that the proposal includes a new site access located on Back Lane, the C565, which is a classified road, subject to a national speed limit.

A detailed access drawing has been provided, Drawing No 0001 C, which shows the access is an appropriate width to allow two vehicles to pass each other at the access. The applicant has also provided swept path analysis within the Proposed Development Speed Survey and Transport Statement document, drawing number 251001/02 which shows that the access and internal road layout can accommodate a fire appliance and a 8m refuse vehicle.

The applicant has also provided a traffic study, undertaken between Thursday 23rd January 2025 to Wednesday 29th January 2025, which details the 85th percentile of

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traffic speeds over 7 days to be 39.6MPH in the northeast-bound direction and 41.2 in the southwest-bound direction past the access. Visibility should be provided in line with the guidelines described in the DMRB CD109, Chapter 2, Design Speed. Back Lane also forms a gradient in both directions, which has been taken into account when calculating the visibility splays.

The preferred calculated visibility distances using DMRB are 102 m to the south and 95 m to the north. The applicant has provided a visibility splay within drawing number 251001/01. The drawing shows that the visibility to the north can be achieved and that the splay to the south provides clear visibility up to the junction with Hesketh Lane which is acceptable.

The creation of the access will need to be undertaken as part of a Section 278 Agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Sustainability

The site is within 300m of a bus stop situated at the junction of Hesketh Lane and Back Lane which is considered to be an acceptable walking distance. The stop serves Service 5 and 5A which run between Clitheroe and Chipping with hourly services Monday to Sunday. However, there is no footway or lighting provision along Back Lane between the site and the bus stop, which is likely to cause a highway safety concern due to conflicts between pedestrians and vehicles.

Given the rural nature of the site, the LHA is of the opinion that all trips generated to and from the site would primarily be made by private car. Given the lack of pedestrian facilities linking to the local bus stop as well as local amenities such as shops being a significant distance away from the site. The surrounding highway network is not conducive to supporting pedestrian movements, should visitors to the site want to explore the area on foot.

The highway infrastructure is not conducive to supporting pedestrian movements, which would be expected to be generated at a leisure site. We consider that there is scope to introduce improvements to the highway network between the site and the bus stop to mitigate the concerns by the construction of a footway and a dropped kerb crossing point. These works will be delivered under a S278 agreement with Lancashire County Council.

Internal layout

The LHA has reviewed the proposed layout plan drawing number 0001 revision C and are aware that the site will provide one car parking space per holiday pod, which complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The LHA have also reviewed the internal track which will serve the proposed holiday pods. The proposed track has various widths but the majority of the track is at least 5m wide which will allow for two vehicles to pass at low speeds. The applicant also provides an

acceptable turning head in close proximity to the holiday pods, which has been supported by swept path analysis.

The site does not offer any segregated pedestrian facilities which support safe pedestrian movement within the site. Currently pedestrians would need to use the shared surface access to exit onto Back Lane. The LHA is of the opinion that a segregated pedestrian access should be provided at the south end of the site, which would direct pedestrians onto the network closer to where the bus stop provisions are at the junction of Back Lane and Hesketh Lane. As such, a 2m internal pedestrian route and access should be shown on an amended site plan.

Conclusion

The site lacks suitable pedestrian facilities on the surrounding highway network as well as internally, which restricts movement to and from the site to the private car. This point however, can be mitigated by the introduction of a pedestrian improvement scheme on Back Lane and providing a 2m pedestrian path and access to the south of the site. As such an amended plan should be provided showing a pedestrian access to the south of the site which can then be linked to a new footway along Back Lane as part of a Section 278 scheme.

Yours sincerely

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