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Your ref: 3/2024/0913
Our ref: 3/2024/0913/HDC/KW
Date: 18 June 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 2 June 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

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 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 E, 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 drawing number 251001/02 which shows that the access and internal road layout can accommodate a fire appliance and a 8m refuse vehicle.

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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 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 / 02. 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 (77m) 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.

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 currently no footway or lighting provision along Back Lane between the site and the bus stop.

Given the rural nature of the site, the LHA is of the opinion that most trips generated to and from the site would primarily be made by private car. Given the lack of pedestrian facilities within the network 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.

However, the LHA has considered that there is scope to introduce off-site improvements to the highway network between the site and the nearby bus stop to mitigate the concerns. As such a footway and drop kerb crossing points (including any required tactile paving in line with inclusive mobility guidance) shall be delivered under a S278 agreement with Lancashire County Council.

Internal layout

The LHA has reviewed the proposed layout plan drawing number 0001 revision E 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 also offers segregated pedestrian facilities between each pod to the pedestrian access onto Back Lane, which supports safe and segregated pedestrian movement within

the site and to the south 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.

Highways mitigation

To ensure safe and suitable access can be achieved the LHA require the following measures to be provided via a Section 278 Agreement. These measures are subject to technical approval at the detailed design stage and shall include the following:

- Access arrangements as shown on drawing number 0001, revision E
- Footway provisions along Back Lane between the pedestrian access to the south of the site and the bus stop situated at the junction of Hesketh Lane and Back Lane.

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.

Conditions

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following conditions and informative notes are appended to the decision notice:

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. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as

necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reasons: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

3. No part of the development hereby approved shall be utilised until all the highway works have been constructed and completed in accordance with a Section 287 scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. These shall include but is not limited to:

- Access arrangements as shown on drawing number 0001, revision E
- Footway provisions along Back Lane between the pedestrian access to the south of the site and the bus stop situated at the junction of Hesketh Lane and Back Lane.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

4. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 3 has been constructed and completed in accordance with the scheme details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

5. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number 0001 Revision E 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.

6. No use shall be commence until visibility splays 2.4 metres back from the centre line of the access and extending 77 m to the south and 95 m to the north along the nearside carriageway edge have been provided at the access, as shown on the approved plans, drawing number 251001 / 02. 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.

7. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block paviments, 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.

8. The surface water from the approved access shall be collected within the site and drained to a suitable internal outfall.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

9. No building hereby permitted shall be occupied until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority. The car parking spaces and manoeuvring areas shall thereafter be always kept free of obstruction and available for the parking cars.

Reason: To allow for the effective use of the parking areas.

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
- All references to public highway include footway, carriageway, and verge.
- 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 or on 01772 533433.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), 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
W: <http://www.lancashire.gov.uk>