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Your ref: 3/2025/0038
Our ref: 3/2025/0038/HDC/KW
Date: 30 September 2025

Location: Units 3 3A 4 and 4A Cheetall Farm Clitheroe Road Bashall Eaves BB7 3LH
Proposal: Proposed demolition of single-storey rear and side extensions and conversion of barn to two dwellings with associated curtilage and parking areas.
Grid Ref: 371958 441992

Dear Maya Cullen

With regard to your consultation letter dated 26 September 2025, 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 an application for the proposed demolition of single-storey rear and side extensions and conversion of barn to two dwellings with associated curtilage and parking areas at Units 3 3A 4 and 4A Cheetall Farm, Clitheroe Road, Bashall Eaves.

Site Access

The site will be accessed via an existing access on to Clitheroe Road which is a classified road, the C573, with a national speed limit fronting the site access. The LHA are aware that the site access will remain unaltered following the proposal. The site access is at least 7m wide which is acceptable and whilst the private access track to the site is narrow there are 2 passing places along the track.

The applicant has also provided a visibility splay within drawing No 0 1A showing visibility splays at the existing access, which meets Clitheroe Road. No vegetation, walls or fences

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which fall within the visibility splay shall be above 0.9m above the carriageway level to ensure intervisibility between the access and Clitheroe Road.

Internal Layout

The LHA have reviewed drawing number No 0 8 B titled Proposed Site Plan and note 2 off street parking spaces will be provided for unit 1 and 3 parking spaces will be provided for unit 2 as such the parking provisions comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan

Sustainability

Given the site's disconnected location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles as such the highway authority would expect adequate parking spaces be provided for each dwelling.

The site shall also increase its sustainable transport options to encourage and promote sustainable transport use. This LHA ask that such options are conditioned as part of any approval granted.

Therefore, the development shall include covered secure cycle storage of a minimum of 2 bicycles per dwelling to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

Conditions

1. The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved plan(s) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.

Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.

2. Secure cycle storage suitable for 2 bicycles per dwelling shall be provided within the development.

Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

3. 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.

- 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.

4. No use hereby permitted shall commence until visibility splays 2.4 metres back from the centre line of the access and extending 215 metres on the nearside carriageway edge in both directions have been provided at the access on Clitheroe Road, as shown on the approved plans. 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.

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.
- All references to public highway include footway, carriageway, and verge.

Yours sincerely

Kate Walsh
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 Highway Development Control
 Highways and Transport
 Lancashire County Council
 W: <http://www.lancashire.gov.uk>