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Your ref: 3/2025/0284  
Our ref: 3/2025/0284/HDC/KW  
Date: 22 May 2025

**Location:** Little Town Farm Chipping Road Thornley PR3 2TB  
**Proposal:** Proposed alterations to vehicular access from Chipping Lane to include widening of access track, creation of pedestrian footpath and erection of fencing.  
**Grid Ref:** 360678, 439287

Dear Maya Cullen

With regard to your consultation letter dated 1 May 2025, I have the following comments to make based on all the information provided by the applicant to date.

### **Summary**

#### **Further Information**

Lancashire County Council acting as the Local Highway Authority 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 alterations to vehicular access from Chipping Lane to include widening of access track, creation of pedestrian footpath and erection of fencing at Little Town Farm Chipping Road Thornley.

#### **Site Access**

The site has an existing access onto Chipping Road, a C Classified road, the C565, with a national speed limit fronting the site access. The access serves Little Town Farm, Little Town Farm Shop, Little Town Dairy and a dwelling. The access and access tract also serves Public Right of Way FP0341026.

The application is for improvements to the existing access and internal access track to support better movements into and out of the access as well as through the site for HGV traffic.

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Following improvements to the width of the access, the access should be joined flush with the adopted highway as currently the access is poorly joined. The access should also include drainage whilst improvements are being made.

The LHA would also expect the access to be hard surfaced, extending from the adopted highway boundary, for a minimum distance of 15m into the site. The surface shall be appropriately paved in tarmac, concrete, block pavements, or other hard material to prevent debris from being deposited onto the highway.

### **Internal Layout**

The LHA note that the internal access track is also to be improved as part of the proposal, this is to enable HGV's to pass each other along the access track, which will remove conflict and ensure that HGV's do not need to reverse into the access or back along the track to the nearest passing point.

The internal access track is proposed to be a minimum of 7m wide for 66m into the site then appears to widen and provide access to the sites car park.

The LHA are aware that no parking or turning plan has been submitted to support the application. Consideration should be given to a formalised parking and turning area for the largest vehicles accessing the site.

### **Footway**

The proposal also includes an improved pedestrian access, providing a separate dedicated route into the site from the access along the site access, the proposal is 1m wide; the Public Right of Way will be retained along the existing footpath line but the footway will provide an alternative route away from traffic should walkers wish to take an alternative route away from traffic. The LHA should note that in line with Inclusive Mobility guidelines footways should be designed to accommodate all pedestrians, including those with mobility impairments, as such the footway should be at least 2m wide and if the footway is obstructed, the LHA would accept 1m in width for a maximum of 6m.

For safe pedestrian access from the access to the car park, the footway should continue until it meets the car park and a pedestrian crossing facility should be provided over the internal track.

### **Conclusion**

In conclusion, Lancashire County Council, acting as the Local Highway Authority, requires further assessment of the proposed access improvements at Little Town Farm, Chipping Road, Thornley before considering the application. The key concerns include ensuring safe and efficient site access for large vehicles and surfacing improvements. Additionally, the proposed pedestrian footway must align with Inclusive Mobility standards, ensuring accessibility for all users. Addressing these points will help meet requirements and improve the overall functionality of the site.

Yours sincerely

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