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Your ref: 3/2025/0398
Our ref: D3/2025/0398
Date: 27 May 2025

For the attention of Kathryn Hughes

Planning Application No: 3/2025/0398

Proposal: Prior approval under Class Q (a) and (b) for the proposed change of use of one agricultural building to one two-storey, four-bedroom dwelling.

Location: Holkers Farm, Whins Lane, Read BB12 7RB

Having reviewed the documents submitted, Lancashire County Council acting as the local highway authority makes the following comments.

Site planning history

3/2025/0055 - Prior approval under Class Q (a) and (b) for the proposed change of use of one agricultural building to one two-storey, four-bedroom dwelling. Refused. No highways grounds for refusal.

Summary

Following the refusal of the previous planning application additional information has been submitted to support the current application. Lancashire County Council acting as the Local Highway Authority 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, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

As there have been no major changes to the scheme now submitted the highway authority's previous comments remain unchanged and are reproduced below for clarity.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for prior approval under Class Q (a) and (b) for the proposed change of use of one agricultural building to one two-storey, four-bedroom dwelling at Holkers Farm, Whins Lane, Read.

Site Access

The site will be accessed via an existing access on to Whins Lane which is an unclassified road with a speed limit of 30 mph fronting the site access. Given the nature of Whins Lane and the site access's close proximity to a number of bends the East vehicle speeds are likely to be low with low traffic volumes as such the LHA finds the existing access

Lancashire County Council

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acceptable. Improvements such as lowering the boundary wall to the West to 0.9m above the carriageway level would further improve visibility.

The LHA are aware that the access currently serves a number of farm buildings and as such the access has been used by slow-moving agriculture vehicles for the last 5 years and there has been no Personal Injury Collisions recorded within the vicinity of the site. Therefore, the LHA have no pre-existing highway safety concerns.

Internal Layout

The LHA have reviewed PGB drawing number PL06 Rev B titled "Proposed Site Plan" and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. Therefore, the LHA have no objection to the proposal.

The parking provisions will be provided within the open fronted barn already in situ and additional space will be provided adjacent.

Sustainability

The site shall 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 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. 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.

3. Prior to first occupation cycle storage provisions for the residential unit shall be 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:

- 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.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council