Lancashire County Council

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Your ref: 3/2025/0848
Our ref: 3/2025/0848/HDC/KW
Date: 05 November 2025

Location: Thornley Hall Farm Up Bedlam Road Thornley PR3 2TN
Proposal: Reserved matters application relating to appearance, landscaping, layout and scale following outline planning permission 3/2025/0289.
Grid Ref: 363549 441223

Dear Maya Cullen

With regard to your consultation letter dated 3 November 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 a reserved matters application relating to appearance, landscaping, layout and scale following outline planning permission 3/2025/0289 at Thornley Hall Farm, Up Bedlam Road, Thornley.

Site Access

The site will be accessed via an amended existing access on to Up Bedlam Road, which is classified as the C357, a C C-classified road with a national speed limit fronting the site access.

As part of the initial planning application, reference 3/2025/0289, the applicant provided a traffic survey to enable the access to be provided with visibility splays in line with the 85th percentile of traffic speeds rather than the posted national speed limit. The results of the speed survey show that the 85th percentile of traffic speed was 31.8mph Westbound and 32.4mph Eastbound. As such a visibility splay of 47m Westbound and 48m Eastbound is required.

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Drawing Air/1164/3706/03 Revision A, shows that 47m can be achieved to the East and 49m can be achieved West. The drawing shows a section of vegetation that will be need to be reduced and/or removed in order to achieve the visibility splay.

The site plan, drawing Air/1164/3706/03 Revision A, also shows that the access is to be surfaced in a hard-standing material for at least the first 10m into the site. Given that the access falls towards the highway, it is expected that the access be fitted with drainage connected to an internal outfall to ensure surface water does not flow onto the highway.

Internal Layout
The LHA has viewed the parking and turning provisions within, drawing Air/1164/3706/03 Revision A, which comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. The turning provisions within the site will enable ingress and egress in forward gear.

The LHA has reviewed the internal floor plans within drawing Air/1164/3706/01, which includes a garage, the recommended minimum internal dimensions for a single garage size is 6m in length and 3m wide and for a double garage, it is 6m in length and 6m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). Where garages are smaller than the recommended minimum internal dimension, they should not be counted as a parking space.

Sustainability
Given the site's distant location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles. However, the LHA would expect the site to increase its sustainable transport options to encourage and promote sustainable transport. Therefore, the development shall include covered secure cycle storage to ensure the provision and availability of adequate cycle parking 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. 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. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number Air/1164/3706/03 Revision A 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.

3. No building shall be occupied until visibility splays 2 metres back from the centre line of the access and extending 47 metres to the East and 48 metres to the West on the nearside carriageway edge have been provided at the access. 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.

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4. The surface water from the approved access should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
   Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

5. 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 paviours, 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.

6. 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.

7. Prior to first occupation covered, secure 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:

- This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 171 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority at highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx
- 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.

Yours sincerely
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