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Your ref: 3/2026/0128
Our ref: 3/2026/0128/HDC/KW
Date: 26 March 2026

Location: Land off Back Lane Chipping PR3 2QA
Proposal: Proposed erection of agricultural building for livestock and machinery and access improvements.
Grid Ref: 361966 441498

Dear Maya Cullen

With regard to your consultation letter dated 3 March 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 agricultural building for storage and livestock at Land off Back Lane, Chipping, PR3 2QA.

The LHA is aware of the recent planning applications for the site which is as follows:

3/2024/0798 - Proposed agricultural building for storage and livestock. Refused

3/2024/0367 - Prior notification for agricultural building for livestock, machinery and feed 22.8m long, 16.76m wide, 6.78m high to ridge and 3.2m high to eaves. Refused.

Site Access

The LHA are aware that the site has an existing field gate access located on Back Lane, the C565, which is a classified road, subject to a national speed limit. Currently, the access appears to be unsurfaced with a gate setback.

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An amended detailed access drawing has been provided, Drawing No 0 6 C, which shows access improvements, included an widened access which meets the required width for its intended purposes, a 6m kerb radius, hard standing and a gate featured 10m behind the carriageway edge. It is understood that the access also is to be raised in height by approximately 300mm which provides a higher point for view of vehicles within the carriageway.

The access improvements (widened vehicle crossing and radius kerb line) will need to be undertaken as part of a Section 278 Agreement of the 1980 Highways Act. 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.

The applicant has 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.

When considering this guidance, the preferred visibility splays are 102m Southbound and 95m northbound. The absolute minimum visibility splays as defined within DMRB guidance is 79m southbound and 78m northbound. The LHA has reviewed Drawing No 251001 / 01, dated October 25 which shows that a visibility splay of 102m can be achieved in the southbound direction. In the northbound direction, the natural curvature of Back Lane means it is unlikely that full visibility can be achieved. It is understood that the neighbouring landowner has an agreement with the applicant over the maintenance of hedgerows within the adjacent third-party land, however this agreement is not legally binding. A visibility splay is also drawn to 95m northbound however in reality, visibility can be achieved to approximately 61m where it meets third party land, which results in a shortfall of 17m than the absolute minimum required, which is 78m.

Access improvements are proposed including raising the level of the access to provide better visibility, widening the access to support better turning provisions whilst entering and exiting and other such improvements which improve highway safety. The use of the site and access will also not change, remaining agricultural, and only a slight increase in vehicle movements is expected given that the site will no longer need to move livestock in order to provide shelter when required however storage on site is likely to increase with the provision of a building. Given the following considerations the LHA will accept the proposal in this case.

Internal Layout

The LHA has reviewed drawing number 601-24-1, which provides a swept path analysis for a tractor and trailer, entering, exiting, and turning within the site. The swept path analysis shows that the proposed access can support entry and exit. However, the

internal turning area does go outside of the red edge of the development. The LHA has previously asked that the red edge be extended to include the internal turning provisions, although it is understood that this manoeuvre can take place within the applicants land ownership.

Conditions

1. No part of the development hereby approved shall be utilised until all the access improvements works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.
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.
2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number 0 6 C 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 as shown on drawing 251001 / 01 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.
4. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 10m behind the nearside edge of the highway. The gates shall open away from the highway.
Reason: To permit vehicles to pull clear of the carriageway when entering the site and to ensure adequate inter-visibility between highway users when exiting, in the interests of highway safety.
5. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 10m 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.
6. 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.

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

Planning Note:

- 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.

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.

Yours sincerely

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