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Your ref: 3/2026/0204
Our ref: 3/2026/0204/HDC/KW
Date: 09 September 2026

Location: Proposed new agricultural field gate and entrance.
Proposal: Land adj to Coulthurst Old Vicarage Lane Talbot Bridge Bashall Eaves
BB7 3DB
Grid Ref: 369851 443544

Dear Anna Robinson

With regard to your consultation letter dated 14 August 2026, 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 construction of 2No. two storey four bedroom detached dwellings, including associated external works at Land Adjacent Electricity Substation, Mill Lane, Appley Bridge.

The applicant sought pre-application advice from the Local Highway Authority, which provided comments on 15 January 2026 for the creation of a new field gate access onto Old Vicarage Lane, Bashall Eaves.

Site Access

The proposal is for a new agricultural access onto Old Vicarage Lane, which is an unclassified rural road subject to the national speed limit at the point of the proposed access. The carriageway is predominantly single-track in width.

It is understood that the existing access is no longer considered optimal for agricultural operations and is proposed to be retained solely for residential use in connection with the redevelopment scheme at Old Vicarage Farm.

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The LHA has reviewed the proposed site plan which shows the access will be surfaced in a hardstanding material for at least 10m behind the carriageway edge and the proposed gate shall be set back 10m into the site. This will ensure no debris is transported onto the highway, and agricultural vehicles can be clear of the carriageway before operating the gate.

Swept path analysis, drawing number 6880 P04A, has been provided which shows the largest vehicle expected to use the proposed access, a tractor, can enter and exit the site without overrunning, as such the LHA is of the opinion the proposed access is an acceptable width for its proposed use.

The applicant has also submitted visibility splays, drawing 6880 P03A, which show achievable visibility splays of 69 metres to the North and 62 metres to the South. The visibility splay shall be wholly within the land which the applicant controls and/or the adopted highway and 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 of the proposed access.

The LHA has visited the site as part of the review of the proposal under pre-application advice and found that, although the road features a national speed limit at the access point, vehicle movements are significantly lower due to the limited width of the road and the presence of bends along its length, which serve as natural speed calming features. There is also a speed limit change from 60mph to 30mph in close proximity to the access

As such, the LHA is of the view that vehicle speeds along Old Vicarage Lane are lower than the posted speed limit, which is supported by on-site observations. The achievable visibility splays of 62m to the North and 69 meters to the South are therefore acceptable in this case.

The new vehicle access onto Old Vicarage Lane will need to be created under a Section 278 agreement with the Local Highway Authority. 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.

Conditions

If the Planning Authority is minded to approve this application Lancashire County Council Highways requests the following conditions and informative notes are appended to the decision notice:

1. No part of the development hereby approved shall be utilised until the site access has been constructed and completed in accordance with a Section 287 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. Before the access is used for vehicular purposes visibility splays 2.4 metres back from the centre line of the access and extending 69 meters to the North and 62m to the South along the nearside carriageway edge have been provided at the access, 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.

3. 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 pavements, 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.

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. The surface water from the approved access shall be collected within the site and drained to a suitable internal outfall.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

Informative notes:

- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.
- 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.

Yours sincerely
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