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Your ref: 3/2026/0259
Our ref: 3/2026/0259/HDC/KW
Date: 10 September 2026

Location: Wharf Farm Green Lane Chipping PR3 2QE
Proposal: Proposed demolition of existing bungalow outbuilding and small lean-to section of agricultural building. Erection of two storey detached self-build dwelling and creation of new vehicular and pedestrian access points.
Grid Ref: 362405 443396

Dear Maya Cullen

With regard to your amended consultation letter, 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 demolition of existing bungalow outbuilding and small lean-to section of agricultural building. Erection of two storey detached self-build dwelling and creation of new vehicular and pedestrian access points at Wharf Farm Green Lane Chipping.

The LHA are aware of the recent planning application for the site application reference 3/2021/0356, which was approved by the Local Planning Authority (LPA) on 11th February 2022.

Site Access

The site will be accessed via Burtholm Lane, which is classified as the C567 with a speed limit of 60 mph fronting the site access.

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The access appears to have been improved between 2023 and 2025, where it has been widened, surfaced, and an access track created between the carriageway edge and one of the farm buildings within the wider site. Following previous improvements the applicant has put forward further improvements to the access's visibility, which is currently restricted by existing hedgerows adjacent to the access as vehicles for the proposed development are likely to not have the same line of sight as the existing agricultural vehicle use.

The applicant has provided drawing ITM220393-GA-003, which shows visibility provided at 2.4 metres set back from the centre of the access and 43.0 metres along the nearside carriageway edge in both directions.

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.

Whilst the visibility splay is less than what is required to be in line with the posted speed limit, on-site observations noted lower vehicle speeds in proximity to the access due to the reduced width of the carriageway and the nearby speed limit change from 60mph to 20mph. As such, the proposed access improvements are acceptable in this case.

Internal Layout

The LHA have reviewed the proposed site plan, drawing number 6567/c/b/101 Rev D and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. There is also room to manoeuvre within the site, allowing vehicles to enter and exit in a forward gear.

The recommended minimum internal dimensions for a single garage size is 6m in length and 3m 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).

Whilst the proposed garage does not meet the recommended minimum dimensions and therefore shouldn't be considered as a parking space, there is acceptable parking provided elsewhere within the site. The garage will, however, provide an appropriate space for cycle storage provisions.

Sustainability

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development can include covered and secure cycle storage within the garage which will ensure adequate parking provisions and promote cycling as a sustainable mode of transport.

In addition, given the nature of the application, the development is expected to incorporate at least one electric vehicle (EV) charging point to further encourage sustainable travel choices. In line with Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, charge points must deliver a minimum power output of 7 kW and be equipped with a universal socket capable of charging 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.
 - Measures to protect vulnerable road users (pedestrians and cyclists).
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
 - 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.
 - Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - 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. 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.
3. No building shall be occupied until visibility splays 2.4 metres back from the centre line of the access and extending 43 meters 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.
4. 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.

5. Secure cycle storage suitable for 2 bicycles shall be provided within the development.

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.
- 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.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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