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Your ref: 3/2026/0663
Our ref: 3/2026/0663/HDC/KW
Date: 06 October 2026

Location: Little Daub Hall Parsonage Lane Chipping PR3 2GJ
Proposal: Proposed demolition of agricultural buildings, conversion of barn to form three bedroom dwelling, provision of glazed link extensions and conversion and extension to existing stone outbuilding to provide incidental living accommodation and construction of detached garage.
Grid Ref: 361422 442628

Dear Maya Cullen

With regard to your consultation letter dated 15 September 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 demolition of agricultural buildings, conversion of barn to form three bedroom dwelling, provision of glazed link extensions and conversion and extension to existing stone outbuilding to provide incidental living accommodation and construction of detached garage at Little Daub Hall, Parsonage Lane, Chipping.

Site Access

The site has an existing agricultural access onto Parsonage Lane which is an unclassified road, subject to a national speed limit. As part of the application, the access will be amended, including reducing its width to approximately 6 meters and installing a stone wall with a maximum height of 900mm on either side of the access. The amendments and reinstatement following the reduction will need to be constructed under a section 171 agreement of the Highways Act 1980.

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The LHA has reviewed the proposed block plan, drawing number 027 and are aware that the boundary wall fronting Parsonage Lane will be no higher than 0.9m above the carriageway level in order to maintain sightlines over the highway.

Collision data

A review of the recorded Personal Injury Collisions (PIC) from the Lancashire County Councils five year data base as recorded by the Police shows there have been no reported incidents within 500m of the site access.

Internal Layout

The LHA have reviewed drawing number 027 titled Proposed Block Plan and drawing 023 Rev. A titled Proposed Barn Ground Plan Garage Plan and are aware that the dwelling complies with the parking standards as defined in the Joint Lancashire Structure Plan. There is also room to turn within the site, allowing for ingress and egress in a forward gear.

The LHA has reviewed the floor plan for the proposed garage that meets the recommended minimum internal dimensions for a double garage, which is 6m in length and 6m wide. As such, it is considered acceptable to provide parking spaces. The garage can also provide secure covered cycle storage provisions, which is a requirement for a new dwellings.

Drainage

The access points to the highway maintained at public expense shall feature drainage, such as a drainage channel. Any surface water shall be collected within the site and drained to a suitable internal outfall.

Sustainability

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development must include covered and secure cycle storage to ensure adequate parking provisions and to promote cycling as a sustainable mode of transport. The proposed garages could include wall cycle storage to accommodate appropriate cycle storage provisions as mentioned above.

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. It is noted within the design and access statement that an electric vehicle (EV) charging point will be installed on site to encourage the use of low-emission transport and support future occupant needs.

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 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. 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 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.

3. 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.

4. No building hereby permitted shall be occupied until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority. The car parking spaces and manoeuvring areas shall thereafter be always kept free of obstruction and available for the parking cars.

Reason: To allow for the effective use of the parking areas.

5. Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within the approved garage.

Reason: to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

6. The garages hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the households and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

Reason: To ensure that adequate parking provision is retained on site.

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.
- 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.
- 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 on 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/vehiclecrossings.aspx>

Yours sincerely

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