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Your ref: 3/2026/0790
Our ref: 3/2026/0790/HDC/KW
Date: 13 November 2026

Location: Land to the northeast of Standen Hey Bungalow Whalley Road Pendleton BB7 1PP
Proposal: Proposed construction of 5No. short-term let holiday pods, facilities store, parking and access.
Grid Ref: 373569 439509

Dear Ben Taylor

With regard to your consultation letter dated 23 October 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 construction of 5No. short-term let holiday pods, facilities store, parking and access.

Site Access

The site is located on a private access track which has a national speed limit of passing the proposed access. The private access track also forms Public Right of Way FP0332010. The access track joins the highway maintained at public expense at the junction with Whalley Road, classified at the A671, subject to a 40mph speed limit.

A new access is proposed to serve the site, which measures at least 5.5m wide for 5m into the site which is acceptable for the proposed use and can accommodate two way vehicle movement.

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The applicant has provided visibility splays at the proposed access to the site, which shows 2.4m by 43m in both directions. The visibility splay represents a visibility splay for suitable for a 30mph road. Whilst the private land has a national speed limit, given its limited width, lack of street lighting and shared carriageway arrangement vehicle speeds are lower than the posted speed limit. On site observations found that vehicle speeds of 30mph or lower are likely to take place along the route and as such the visibility splays are considered acceptable in this case.

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 access track comprises a single width route; however, there are three informal passing places between the junction with Whalley Road and the site access. Forward visibility along the route is good, enabling drivers travelling in either direction to identify oncoming vehicles and react accordingly. To ensure the proposed development does not increase the potential for vehicle conflict along the route, these passing places should be formalised and surfaced with a suitable hardstanding material. This will provide clearly identifiable passing opportunities for all users, particularly those unfamiliar with the site, and help facilitate the safe and efficient movement of vehicles along the access track.

Collision data
A review of the recorded Personal Injury Collisions from the Lancashire County Councils five year data base as recorded by the Police shows there have been no reported incidents along the private access track. However, there has been four reported Personal Injury Collisions within 500m of the junction on Whalley Road. Two of the incidents resulted in slight injuries and occurred in May 2021 and April 2026. One of the incidents resulted in serious injuries occurring in May 2021. A fatal incident also occurred in June 2024.

Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PIAs.

Internal Layout
The LHA have reviewed drawing number 183 – 01, Revision I, titled Existing and Proposed Site Plans. The access route from the access point is relatively short and forms a route of approximately 4m wide. There is a passing place situated next to the honestly shed/bike store approximately half way along the 35m long track before it forms a turning head where parking places for each holiday pods can be found.

The LHA are aware that each holiday pod has one parking space provided. The holiday pods, as noted on drawing 183 – 02, revision C, provide one bedroom each as such the parking spaces for one vehicle each are consider appropriate. There is also room to turn within the site, allowing for ingress and egress in a forward gear.

Public Right of Way
Please note that there are Public Rights of Way FP0332010 is formed along the access track and Public Right of Way FP0332011 runs past the South West side of the application site. These Public Right of Ways must not be obstructed during the proposed developments. The granting of planning permission does not constitute the diversion of a

Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

Sustainability
There are bus stops located on Whalley Road, servicing service 22 (Clitheroe to Blackburn), service 280 (Preston to Skipton) and M2 (Burnley to Clitheroe).

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

In addition, the applicant has advised that electric vehicle (EV) charging points will be included within the site 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
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.
   - 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.
   - 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 183 – 01, Revision I 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 2.4 metres back from the centre line of the access and extending 43m in both directions 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. Prior to first occupation, the passing places as shown on drawing number 183 - LP REV C shall be provided to a minimum length of 6 meters and a minimum width of 2.5m. The passing places shall be hard paved and maintained in good order for the lifetime of the development.
   Reason: in the interest of highway safety.

5. 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.

6. Prior to first occupation secure covered cycle storage shall be provided within the site and be available for use all at times for the lifetime of 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.
- 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.
- All references to public highway include footway, carriageway, and verge.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to

contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Yours sincerely

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