

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2023/0323  
Our ref: D3.2023.0323  
Date: 21<sup>st</sup> April 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0323**

Address: **Hillside Moor Lane Wiswell BB7 9DG**

Proposal: **Replacement dwelling and relocation of vehicle access.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

### **Summary**

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

### **Advice to Local Planning Authority**

The Local Highway Authority advises the following reasons for refusal:

*1. The proposal, if permitted, would lead to the intensification of use of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

**Lancashire County Council**  
Phil Durnell  
Director of Highways and Transport  
PO Box 100, County Hall, Preston, PR1 0LD



## Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition and replacement of a dwelling and the relocation of the site access at Hillside, Moor Lane, Wiswell.

## Site Access

The LHA are aware that the existing dwelling is located off Moor Lane, which is an unclassified road subject to a 30mph speed limit.

Moor Lane is a single-track road, with no footways or streetlights and provides formal and informal passing places along the adopted highway to allow two-way movements to occur. The closest passing place to the site, is located opposite the Bonnie House residential properties.

The LHA are aware that the proposal is aiming to relocate the site access 30 metres west of the existing vehicular access, as shown on Eddisons drawing number 4010-F01 titled "Proposed Visibility Splay."

The proposed site access will be located adjacent to the existing passing place opposite the access which serves Bonnie House residential properties. The LHA during the pre-application stage did have concerns regarding the proposed access compromising the use of the passing place, which would in effect have a detrimental impact on road users using Moor Lane.

However, the Transport Consultant has submitted Eddisons drawing number 4010-SP01 titled "Swept Path Analysis" which shows that the access will not compromise the use of the passing place, with a large vehicle able to use the passing place while another vehicle passes.

The LHA have further reviewed on Eddisons drawing number 4010-F01 titled "Proposed Visibility Splay" and are aware that the access width complies with the LHAs guidance when serving a single dwelling.

However, the LHA have reviewed the provided visibility splays and are aware that the proposed access can provide visibility splays of 2m x 7m to the west and 2m x 9m to the east. These visibility splays do not comply with the LHAs guidance, which requires an access served off a 30mph road to provide visibility splays of 2m x 43m in both directions.

The Agent does acknowledge that the visibility splays at the proposed site access does not comply with the LHAs guidance but justifies the shortfall in visibility by declaring that the proposed visibility splays are better than the existing accesses. This is because the existing access can only achieve visibility splays of 2m x 3m to the west and 2m x 4m to the east, as shown on Eddisons drawing number 4010-F02 titled "Existing Visibility Plan."

Despite this justification, the LHA disagree. This is because the LHA have reviewed both sets of drawings and have reviewed the site on Google Streetview as well as undertaking a site visit and declare that the existing access could achieve similar levels of visibility if not more levels than the proposed access. This could be achieved by the Applicant

maintaining the vegetation which is located on both sides of the existing access within the sites red line boundary. The Applicant would need to ensure that the vegetation is no higher than 1m to prevent any obstructions within the access's visibility splays.

Therefore, following maintenance of the vegetation located at the existing access, the LHA deem that visibility would likely to be equal or better than the proposed access. With this in mind and the shortfall in visibility at the proposed access being considerable, with the LHA requiring visibility splays of 2m x 43m in both directions, the LHA are concerned that the shortfall in visibility at the proposed access could be detriment to highway safety. This is contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).

The LHA do acknowledge that traffic speeds within the vicinity of the site are unlikely to be in excess of 30mph given the nature of Moor Lane. However, if a traffic survey was undertaken and found 85<sup>th</sup> percentile speeds were around 20mph, the LHA would require visibility splays of 2m x 25m and if speed were around 15mph, visibility splays of 17m. Therefore, a traffic survey would still find that the proposed access has a shortfall in visibility, given the visibility splays shown on Eddisons drawing number 4010-F01 titled "Proposed Visibility Splay". Therefore, the LHA have no other alternative but object to the application on highway safety grounds.

### **Internal Layout**

The LHA are aware by reviewing the supporting documents that another justification for the site to relocate the access is to provide more space for parking and turning. While the LHA can not deny that the proposed access will generate more internal space for parking and turning, as shown on Eddisons drawing number 4010-F01 titled "Proposed Visibility Splay," the LHA deem the existing internal layout at the site to be adequate to provide turning and parking areas which comply with the LHAs guidance for a 4-bed dwelling. Therefore, the LHA further question the justification.

### **Conclusion**

The LHA have no objection to the replacement of the dwelling subject to the existing access is used to serve the site. However, given that a new access is proposed which has insufficient visibility in both directions and one in which the existing access can match or better, following maintenance to the vegetation within the sites red line boundary, the LHA object to the application on highway safety grounds.

### **Informatics**

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

Ryan Derbyshire  
Assistant Engineer



Highway Development Control  
Highways and Transport  
Lancashire County Council