

**From:** [REDACTED]  
**Sent:** 04 September 2024 11:43  
**To:** Planning  
**Subject:** planning application no.3/2024/0613

 **External Email**

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Mr Kilmartin

Planning Officer

RVBC

Re planning application 3/2024/0613

I wish to object on the following grounds.

1. The proposal is an example of the destructive process of garden grabbing. Councils and communities in 2010 were given new powers by government legislation to prevent this unwanted development. Gardens are crucial to the urban environment to improve air quality, alleviate flood risk and encourage biodiversity and provide haven for wildlife. I object that a precedent will be set. I object to this loss of amenity.

2. Inadequate parking provision. The 58-home development, Hawthorne Farm, planning no. 3/2019/1104, approximately 200m further down Hawthorne Place, required 2-bedroom properties to have 2 parking spaces. This planning application allocates a single parking space on a road with existing parking difficulties which will make the existing on road parking congestion worse. It is more than likely that a 2 double bedroom bungalow has 2 cars. The statement by [REDACTED] (Highways and Transport Lancashire County Council) on 17/12/20 in response to planning application 3/2020/1015 “whilst a 2 bedroom property would usually require the provision of 2 off street parking spaces in this instance with the proximity of the proposed development close to the Clitheroe town centre and all the facilities that are available, the provision of a single parking space would be acceptable However when considering the dimensions of the parking space, the length and width approximate measurements 5m and 3m respectively) are considered inadequate. The length should be 5.5 – 6m to avoid the likelihood of a parked vehicle overhanging the footway” “and his email 21/1/21 to you regarding the previous planning application “ the size of the dwelling would ordinarily attract the parking provision of 2 parking spaces but that the proximity of the town centre and sustainable location would support the reduction to 1 vehicle”, is not rational, justifiable or consistent considering the Hawthorne Farm development and others with similar proximity to the town centre. The short walk to the town centre would necessitate leaving the car parked on

Hawthorne Place. The ability to walk into town is not the overriding factor to whether to own a car, but an amenity to be enjoyed. I object to the lack of parking provision for a 2-bedroom dwelling.

3. The design and construction materials are incongruous and out of character in a road of Victorian and Edwardian properties and reduces the local amenity. The established street scene is quite unique which the residents enjoy. In the Design and Access Statement by Stanton Andrews July 2024 section 4.2, the description of the dwelling is stated “a simple zinc box” and is incongruous. There appears to be errors in measurement of the future of the garden wall running alongside Hawthorne Place. The Design and Access Statement by Stanton Andrews July 2020 states that this wall will provide “very little of the proposed dwelling visible above the wall from street level.” The height of this wall decreases as it progresses down Hawthorne Place to a height of 2.85m not 3.1m at the entrance to the unadopted ginnel at the rear of Inglemead’s garden. The proposed finished floor level for the dwelling is 79.00 m (above sea level), the street level is 78.30m a difference of 70 cm. The proposed dwelling has eaves height of 3m and the ridge height of 4.1m. This will increase the visual impact from street level beyond that described in the planning statement. I object that both the eaves and ridge will be clearly visible.

The proposed entrance of this incongruous dwelling is also clearly visible from the street. I object to this resulting visual impact of a zinc building on the present street scene.

4. In the Design and Planning Statement by [REDACTED] in support of the planning application 3/2020/1015 in Nov 2020 stated, “this garden wall affords privacy for Inglemead but is also a significant liability as the maintenance costs over the years will be considerable.” It continues “the compact building utilises the significant height of the existing boundary wall to conceal itself from view” and “the proposed layout creates a private and secluded dwelling behind the tall existing stone garden walls” The continued presence of this wall is essential to maintain the visual amenity. The present design and access statement states “given the height of the existing wall and the relatively modest heights of the proposal, there is very little of the proposed dwelling visible above the wall from street level. The proposal is most visible from the entrance to the site when walking south down Hawthorne Place towards Waddington Rd as shown to view 2 opposite. The entrance to the dwelling has been designed to be in keeping with the rest of the outbuilding facing the service road.” Clearly the presence of this wall contributes to this. I object that the potential reduction in height or removal of this wall, would negate the design and impact statement that it has in reducing the visual impact of the proposed dwelling on the established street scene. The planning application does not state that the present height of this wall is maintained in perpetuity. I object to the risk of loss of visual amenity.

5. Not only is the proposed dwelling out of character, the dwelling and its curtilage is an over development of a very small site. The dwelling is out of scale to the plot. It is overshadowed by a 3 m wall and extremely close boundary fences. The size of the combined lounge/kitchen/dining room appears to fall below that expected from the standards required for a new build 2-bedroom dwelling. There are insufficient garden or outdoor amenity areas. From the previous application I referred to [REDACTED] LCC Highways response “that a suitable space for a single vehicle length be 5.5m”, there is less amenity space than shown on the proposed site plan and if planning requires 2 places there will be negligible amenity space. I believe that with so little amenity space a proposed off road

parking space will not be used for parking a car and the result will be an increase in on road parking congestion. The rear garden does not meet the standard for new builds for a garden for a 2-bed dwelling having an area of 50 m<sup>2</sup> with a recommended minimum depth of 10m. This very limited garden space fails to facilitate the introduction of outbuildings or allow the property any permitted development rights. The presence of the 3.1 m high existing south eastern boundary wall 4.3 m from the lounge/kitchen/dining windows will result in overshadowing and loss of daylight and sunlight to the proposed dwelling. I object that it falls below the expected standard of new builds in the Ribble Valley and sets a dangerous precedent for out of scale development.

6. The proposed dwelling will have a very limited front access off an unadopted ginnel, and I object that this is unsafe for the appropriate attendance of fire appliances and ambulances. This is alarming for the proposed dwelling but also for the row of terraces 1/3/5/7 Hawthorne Place separated by 3.6m.

7. A great deal of pedestrians, adults, children, buggies and prams, use the adjacent footpath alongside Hawthorne Place to access the town centre and the play park at the top of Hawthorne Place. Vehicles attempting to access the proposed dwelling either in forward or reverse gear have poor visibility to angle of attempted entrance/departure, inadequate splay angles due to the retained Inglemeade south east wall and the side fence at 1 Hawthorne Place alongside the unadopted portion of the ginnel. There would be an unacceptable increase in risk also due to increased vehicle flow from the ginnel..

Thank you for considering my objections

yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

**From:** [Redacted]  
**Sent:** 04 September 2024 10:24  
**To:** Planning  
**Subject:** Objection - Application Ref. No.: 3/2024/0613 - Inglemead, Waddington Road, Clitheroe, BB7 2HN  
**Attachments:** 2024-09-03 LPA.pdf; CCE-XX-XX-RP-C-0001\_Highways Objection.pdf

 **External Email**

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Please note the attached objection to the above-mentioned planning application, duly submitted on [Redacted].

The objection comprises 2no. submissions relating to planning policy, prepared by [Redacted], and highways matters, prepared by [Redacted]. The highways related submissions are supported by vehicle tracking simulations, which can be downloaded via a WeTransfer link, [here](#).

Please confirm receipt. Please also let me know if you are unable to access any of the submitted information.

Kind regards,

[Redacted]

[Redacted]

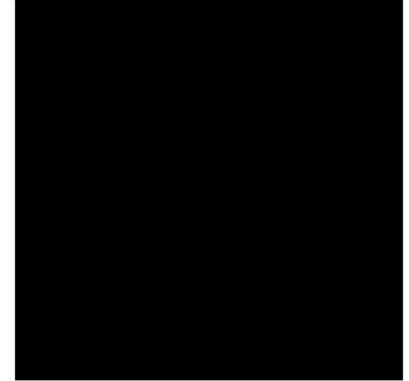
[Redacted]

[Redacted]

[Redacted]

[Redacted]

Your Ref: 3/2024/0613  
Our Ref : [REDACTED]  
Date : 03 September 2024



Mr S Kilmartin  
**Development Management**  
Ribble Valley Borough Council  
Council Offices  
Church Walk  
Clitheroe  
Lancashire  
BB7 2RA

By Email only: [planning@ribblevalley.gov.uk](mailto:planning@ribblevalley.gov.uk)

Dear Mr Kilmartin,

**PROPOSED DEMOLITION OF EXISTING SINGLE GARAGE AND CONSTRUCTION OF NEW SINGLE-STOREY TWO-BEDROOM DWELLING.  
INGLEMEAD, WADDINGTON ROAD, CLITHEROE, BB7 2HN**

I write on behalf [REDACTED], to object to a full planning application for the erection of a new dwelling within the curtilage of Inglemead, Waddington Road, Clitheroe (RVBC ref – 3/2024/0613). [REDACTED] [REDACTED] affected by the proposals.

There are various concerns with regard to the development, which will be set out below and considered in the context of the relevant local and national policies. These concerns are material to the determination of the application and should therefore be afforded due weight in the decision making process.

**Introduction & Relevant Planning History**

The application in question seeks to subdivide the curtilage of Inglemead, apportioning circa 177 sqm of the rear garden to the newly proposed dwelling. It would be a single storey, two bedroom property and vehicular access would be via a narrow, unadopted alleyway between the rear boundary of the site [REDACTED] [REDACTED]

The Council's online planning register indicates a limited planning history for the site, albeit with two applications submitted in relatively recent history and of some relevance to this current scheme.

In November 2020 an application for development of a similar nature was proposed (ref – 3/2020/1015) with the description of development being:



*“Demolition of an existing single garage and construction of a proposed single storey two bedroom detached dwelling at the bottom of the rear garden of 'Inglemead'. This is proposed to be accessed off the side residential road Hawthorne Place”*

This application was refused in January 2021 on the basis that a lack of off-street parking capacity and the proximity to the junction with Waddington Road, was considered to result in conditions prejudicial to highway safety.

A subsequent householder application for extensions and alterations to the host property was submitted in September 2022 (ref – 3/2022/0837) and subsequently refused in October of that year, with the design considered to be unsympathetic and discordant, causing significant harm to the area and the immediate street scene.

It should also be noted [REDACTED]

### **Legislative context**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the adopted development plan, unless material considerations indicate otherwise. These requirements are repeated within the National Planning Policy Framework (2023) which sets out the Government’s planning policies and details how they should be applied.

### **Local policies**

The adopted development plan in question is the Ribble Valley Core Strategy (2014) and the Council’s associated proposals map confirms that the application site lies within the settlement boundary for Clitheroe.

Accordingly, the most relevant Core Strategy policies to be considered in the determination of this application are:

- **Key Statement DS1** which outlines the Council’s overarching development strategy with regard to housing, employment, retail and leisure.
- **Key Statement DS2** confirms that when considering development proposals, the Council will take a positive approach which reflects the presumption in favour of sustainable development. Wherever possible, it will aim to secure development that improves the economic, social and environmental conditions in the area.
- **Policy DMG1** sets out various criteria to be considered in assessing planning applications and requires new development to be sympathetic to existing land uses, acceptable in terms of highway safety and should not adversely affect the amenities of the area.
- **Policy DMG2** confirms that new development should be in accordance with the overarching development strategy and should support the spatial vision. With the countryside proposals will be expected to be in keeping with the character of the landscape. The size, design and siting of new buildings should be in keeping with the character of the area.
- **Policy DMG3** requires that consideration is given to accessibility and transport credentials when assessing new development.

### **National policies**

The National Planning Policy Framework (2023) (‘the Framework’) sets out the Government’s planning policies for



England and how they should be applied. It requires local planning authorities to apply a presumption in favour of sustainable development which means, as paragraph 11c explains, that development which accords with an up to date development plan should be approved without delay.

However, the Framework must be considered as a whole and sustainable development comprises a wide range of considerations beyond location and the principle of development. Accordingly, relevant paragraphs within the Framework include:

- **Paragraph 7** - The purpose of the planning system is to contribute to the achievement of sustainable development;
- **Paragraph 11** - The presumption in favour of sustainable development lies at the heart of the Framework. For decision-taking this means approving development where it accords with an up-to-date development plan, or where there are no relevant development plan policies or where the policies which are most important for determining the application are out-of-date, granting permission unless adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the Framework indicate development should be restricted;
- **Paragraph 123** - Planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- **Paragraph 128** – Requires that appropriate densities are achieved in order to make effective use of land whilst also taking into account the desirability of maintaining an area’s prevailing character and setting (including residential gardens) and securing well-designed, attractive and healthy places.
- **Paragraph 131** - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities;
- **Paragraph 135** – Development should function well and add to the overall quality of the area; be visually and architecturally attractive and be sympathetic to local character and history, including the surrounding built environment and landscape setting.

## Grounds of objection

██████████ relate to three primary issues, as set out below.

### Highway safety

The objection is supported by an independent assessment of highway related considerations, undertaken by Countywide Consulting Engineers (‘CCE’), a local and long established consultancy specialising in such matters.

Whilst the findings of this comprehensive report will not be rehearsed in full within these representations, it is evident that there are a number of significant concerns with regard to the proposed access arrangements.

Policy DMG1 requires that the potential traffic and car parking implications of new development are considered, whilst also ensuring that safe access can be provided. In this instance the proposals seek to utilise a narrow, privately maintained back alleyway to access the single parking space proposed within the newly formed dwelling, and to access the surrounding road network.



The CCE report confirms that this arrangement is less than substandard and is likely to cause conflicts between emerging vehicles and pedestrians on the footway of Hawthorne Place, due to the presence of the high boundary wall which surrounds the site, which severely limits visibility.

Furthermore, swept path analysis undertaken within the report clearly demonstrates the significant difficulties that vehicles will have in entering and leaving the proposed parking space within the curtilage of the new dwelling. There is insufficient space for vehicles to manoeuvre and would require drivers to undertake convoluted movements to enter and leave the site in either forward gear or reverse.

As a result, future occupants will be reluctant to utilise the space and simply park on street as a result, adding pressure to the existing high demand due to the lack of off-street spaces serving the dwellings on Hawthorne Place.

As established in the previously refused application for an additional dwelling at the site, such an outcome would lead to an unacceptable impact on highway safety and direct conflict with the requirements of Policy DMG1.

In the absence of feasible off-street parking provision, this issue remains and the current submission is subject to the same shortcomings. As such it cannot be supported and fails to comply with the Core Strategy in this regard.

**Residential amenity**

Development proposals must ensure that the amenities of existing neighbours and future occupants of the proposed dwelling are sufficiently protected, as required by Policy DMG1 which states that the density of development and the relationship between buildings is of *“major importance”*.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] or [REDACTED].

The proposals are therefore in clear conflict with the requirements of Policy DMG1 in this regard.

**Design and layout**

Policy DMG1 further requires that proposals achieve suitable densities and are sympathetic by way of their size, scale and massing. Paragraph 128 of the Framework states that in order for development to make efficient use of land, it is necessary to maintain an areas prevailing character and setting, (including residential gardens), must be taken into



account.

It cannot be said that the proposals are reflective of the local development pattern and the natural constraints of the site are such that the scheme is cramped and anomalous in this regard, failing to respect local character and vernacular.

In addition to the privacy concerns set out in the section above, the proposed overdevelopment of the plot would provide future occupants with a poor living environment. This lack of amenity space is compounded by the limited outlook that would be afforded to the property by virtue of the high boundary walls which enclose the site and the need to provide further screening along the newly created boundary with Inglemead to prevent any privacy loss in this regard. This would result in a feeling of enclosure from the primary habitable rooms and within the curtilage.

Due to these issues, the proposals would represent a poor quality of urban design that fails to deliver or contribute positively to the character of the area or to reinforcing local distinctiveness. Accordingly, there is clear conflict with the aforementioned sections of the Framework and Policy DMG1 of the Core Strategy.

### **Summary and conclusion**

In light of the issues set on in this objection, it is clear that the application is in clear conflict with the aforementioned local and national policies. The proposed approach to the design and layout results in a cramped development which would not only be anomalous in terms of local development pattern but would also result in an unacceptable level of amenity for future occupants. The insufficient level of outdoor amenity space provided by way of the intended overdevelopment not only results in a poor living environment, but would be further impacted by the overlooking which would occur from neighbouring properties. This overlooking cannot be mitigated and has clearly not been accounted for within the scheme.

There are also fundamental technical concerns with regard to access and highway safety, which have been found to be substandard by way of independent review and highly likely to deter use of the indicated off-street parking provision. It is not within the gift of the applicant to undertake off-site works to improve this arrangement due to the presence of other buildings and the proposals suffer from the same issues which resulted in a previous application being refused due to the issues that further on street parking would generate.

Taking all of these matters into account, the application as submitted should be refused in accordance with the provisions of the Planning and Compulsory Purchase Act, the National Planning Policy Framework and the Ribble Valley Core Strategy.

I would be obliged if you could acknowledge receipt of this letter and ask that you please keep [REDACTED] with progress of the application in due course, should any amendments or revisions be submitted.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]





Your ref:

Our ref: [REDACTED]

30 August 2024

PUBLIC

Dear [REDACTED]

**Planning Application Objection (Highways)**

[REDACTED]  
[REDACTED]  
[REDACTED]

Having reviewed the publicly accessible documents submitted as part of the planning application, as well understanding the previous planning applications and reasons for past refusal. I have set out the information below which would support your concerns from a highway perspective.

Inglemead, has been the subject of the following planning applications:

**3/2020/1015** - Demolition of an existing single garage and construction of a proposed single storey two-bedroom detached dwelling at the bottom of the rear garden of 'Inglemead'. This is proposed to be accessed off the side residential road Hawthorne Place.

The submitted Design and Access Statement of November 2020, gives reference to the significant costs associated with the maintenance liabilities required to retain the structural integrity of the 3.1m garden wall between the interface of Inglemead and the public highway along Hawthorn Place.

It also refers to the existing garage as being in poor repair and goes onto suggest that the majority of the proposal would appear barely noticeable to pedestrians passing by due to the relatively tall stone boundary wall that would conceal the structure.

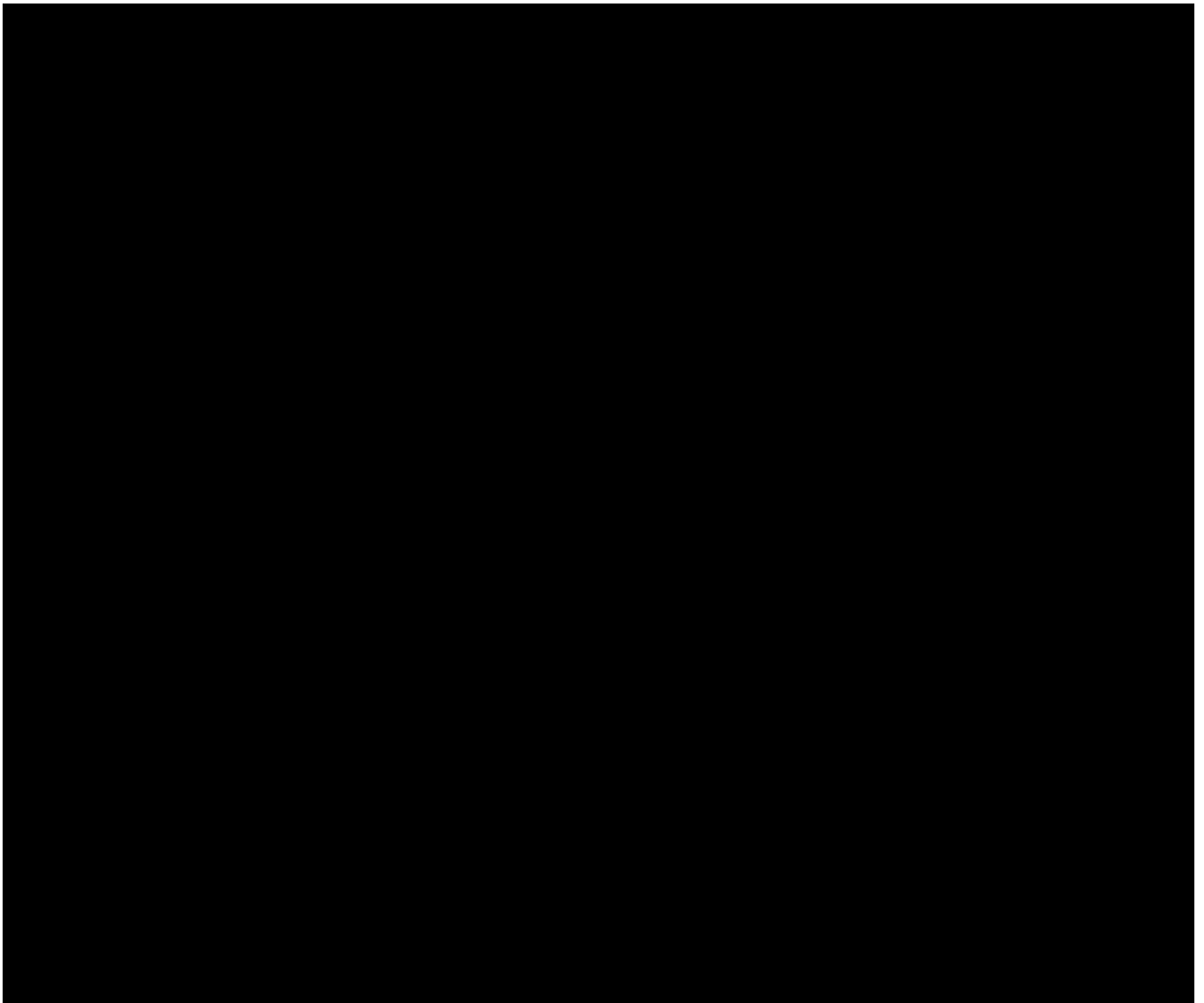
On the 17<sup>th</sup> December 2020 the Local Highway Authority raised concerns over the garden wall between the interface of Inglemead and the public highway along Hawthorn Place.

*The elevation drawing submitted shows the retention of the high boundary wall on either side of the driveway. This would impair inter visibility between emerging vehicles and pedestrians which would not be acceptable. The applicant should therefore submit an amended plan with an access that would be compliant with the following requirements*

[REDACTED]

*45° visibility splays (residential driveway) shall be provided between the highway boundary and points on either side of the drive measured 3m back from the nearside edge of the footway. 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 protect pedestrians passing the drive and ensure adequate intervisibility between drivers and pedestrian traffic, in the interests of highway safety.*

*In complying with this it is noted that a section of the wall to be reduced will be under the ownership of a third party (Inglemead) and arrangements would be necessary to ensure that the height of this section of wall is not increased over the passage of time.*



On the 21<sup>st</sup> January 2021 the Local Highway Authority responded to an amended plan which would remove any parking provision within the site.

*In my earlier response dated 17th Dec I made reference to the fact the size of the dwelling would ordinarily attract a parking provision of 2 parking spaces but that the proximity of the town centre*

*and sustainable location would support a reduction to 1 vehicle. Unfortunately, this concession could not be extended to a zero-parking provision. In coming to this view, I have taken account of the existing parking demands along this section of road, and the proximity of the proposed site to the junction with Waddington Road. There is space in the rear garden which if acceptable may provide the necessary parking space but the restricted width of the back street and the surface condition would need to be taken in to account in any design process.*

On the 26th January 2021 the planning application was refused by the Local Planning Authority on highway grounds with the proposed development being contrary to Policy DMG1 of the Core Strategy.

**3/2022/0837** - Proposed two storey rear and side extension and replacement of the front elevation porch.

Planning application 3/2022/0837 from a highway perspective would be, and was, considered acceptable. It was refused on the grounds of being in conflict of Policy DMG1 of the Ribble Valley Core Strategy.

Although it is worth noting that during the planning application process, the submitted Design and Access Statement, gives reference to the significant costs associated with the maintenance liabilities required to retain the structural integrity of the 3.1m garden wall between the interface of Inglemead and the public highway along Hawthorn Place. Which echoes similar concerns from the submitted Design and Access Statement of November 2020.

*“Inglemead is elevated from Waddington Road and Hawthorne Place by 1.1m. The property has a large rear garden with a high wall. A number of houses face the high stone garden wall which forms the eastern boundary of Inglemead’s title. This garden wall is 3.1m (10.2 ft) in height across the majority part. This garden wall affords privacy for Inglemead but it is also a significant liability as its’ maintenance costs over the years will be considerable. To the northern end of Inglemead is a rear ginnel or service lane. Inglemead has rights of access in perpetuity over this lane, as do the neighbouring properties.*

*A single pre-fabricated garage structure with low pitch asbestos sheet roof panels is situated at the rear of the garden. This building is in poor repair and we propose that it will be safely demolished.”*

Reference was also drawn to the garage to the rear of Inglemead and whilst the garage was not affected by the proposals set out in planning application 3/2022/0837. The applicant had accepted that the garage was not in any fit state to be used as a garage and there was no reference to it ever being used as vehicular storage. Also, given the concerns over significant costs required to maintain the structural integrity of the 3.1m garden wall in such close proximity to the garage, the probability of detrimental impacts from vehicle strike when manoeuvring into such a tight space could pose a very distinct danger to members of the public.

**3/2024/0613** - Proposed demolition of existing single garage and construction of new single-storey two-bedroom dwelling. (Self-build)

The latest planning application seeks to address the highway concerns raised during planning application 3/2020/1015. In regard to the lack of adequate off-street parking and its proximity to the Waddington Road junction leading to conditions to the detriment of highway safety.

The new proposed layout differs quite significantly from that as proposed during planning application 3/2020/1015. Insofar as how the bedrooms are incorporated within the design, for instance during planning application 3/2020/1015 the plans demonstrated one bedroom with one study / bedroom. With the latest planning application providing two dedicated bedrooms each with en-suite bathrooms and whilst the significance in this may seem trivial. It must be noted that each planning application must be judged on its own individual merit and whilst a concession was applied to the previous parking provision. Such concession should not be automatically applied to any other planning application coming forward at Inglemead or be used to set precedent in proximity of Hawthorne Place.

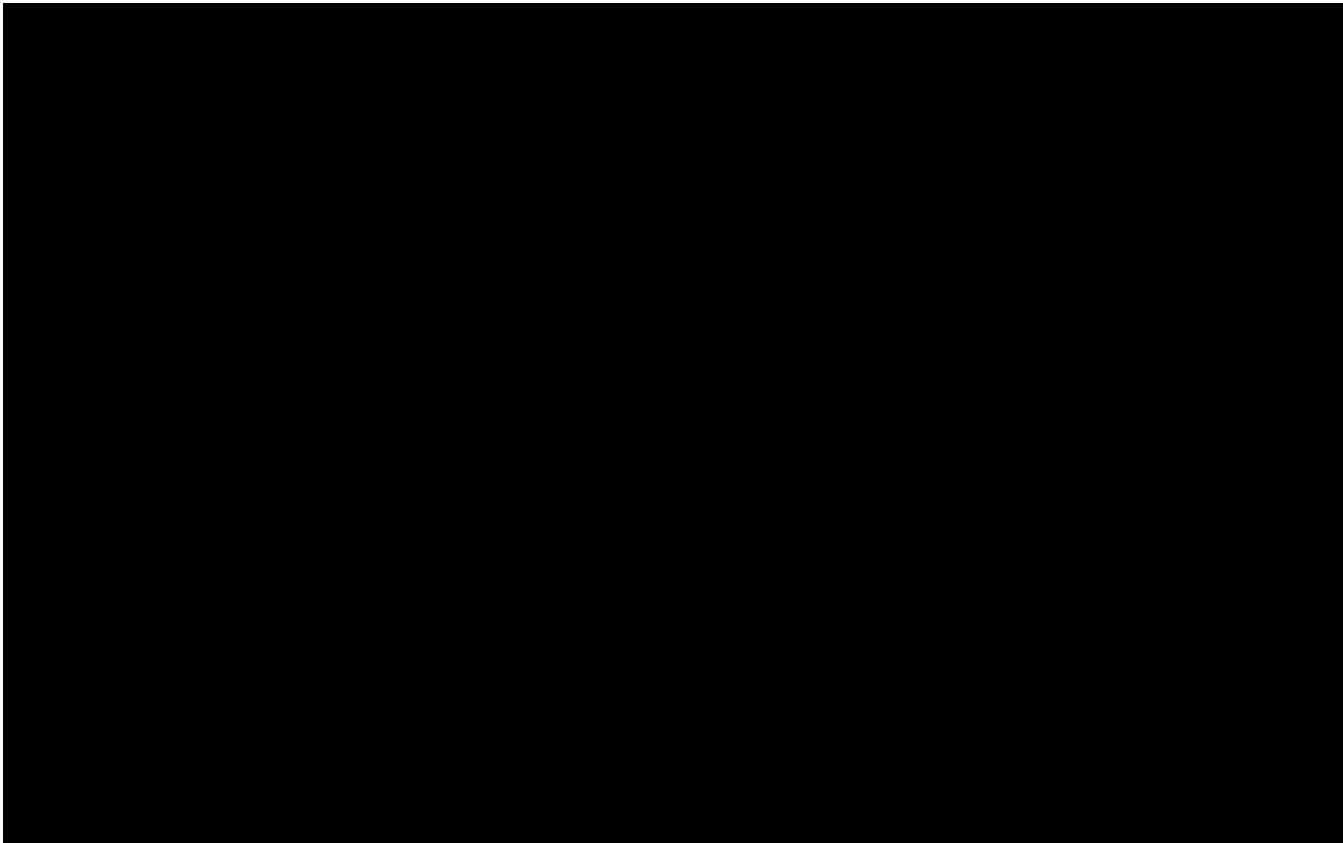
Within the recent Design and Access Statement reference is draw towards refused planning application 3/2020/1015:

*The reason for refusal for application ref.3/2020/1015 was due to highways safety issues. The previous application originally included for the provision of 1no. parking space within the development site with vehicular access across the footway to the northern side of Hawthorne Place. Given the proximity to Clitheroe Town Centre and local facilities available, Highways Development Control agreed to the principle of a single parking space. However, Highways raised concerns about the inadequate dimensions of the proposed parking space as well as impaired inter visibility between emerging vehicles and pedestrians. The proposals were then amended to omit the on-site parking provision meaning the dwelling would rely on the existing on-street parking provision within the vicinity. The application was rejected due to the lack of adequate off-site parking and its proximity to the Waddington Road junction leading to conditions to the detriment of highway safety. In order to address these concerns, this application proposes on-site parking utilising the existing vehicular access currently used for the single garage. In terms of highways safety, the proposed vehicular access and parking provision is unchanged from the existing arrangement.*

It would appear from the above statement that the full extents and understanding behind the reasons for Highways Development Control's objection to planning application 3/2020/1015 is limited only to the reliance of on-street parking.

The Design and Access Statement goes onto state how: *the existing vehicle and pedestrian access off the service road which currently serves the back garden and garage, will be maintained. There will be provision of one parking space.*

*A study has been undertaken to determine the visual impact of the proposal on its surroundings. Given the height of the existing wall and the relatively modest heights of the proposal, there is very little of the proposed dwelling visible above the wall from street level. The proposal is most visible from the entrance to the site when walking south down Hawthorne Place towards Waddington Road. The entrance to the dwelling has been designed to be in keeping with the rest of the outbuildings facing the service road.*



The proposal has not taken into account the intervisibility required to safeguard the interface between the development and members of the public, between vehicles, cyclists and pedestrians including those with mobility problems and most vulnerable in society. The proposed access would no doubt impair inter visibility between emerging vehicles and pedestrians which would not be acceptable.

The Design and Access Statement also goes on threat the use of Permitted Development Rights, even as far as undertaking a study to determine the scale/volume of building that could reasonably be built as an outbuilding within PD rights.

It is also said how the following policies are relevant to the site and the proposed development: -

- DS1: Development Strategy
- DS2: Sustainable Development Policy
- DMG1: General Considerations Policy
- DMG2: Strategic Considerations
- National Planning Policy Framework (NPPF)

With no recognition given towards: -

- DMG3: Transport and Mobility
- Lancashire County Councils Creating Civilised Streets
- Manual for Streets

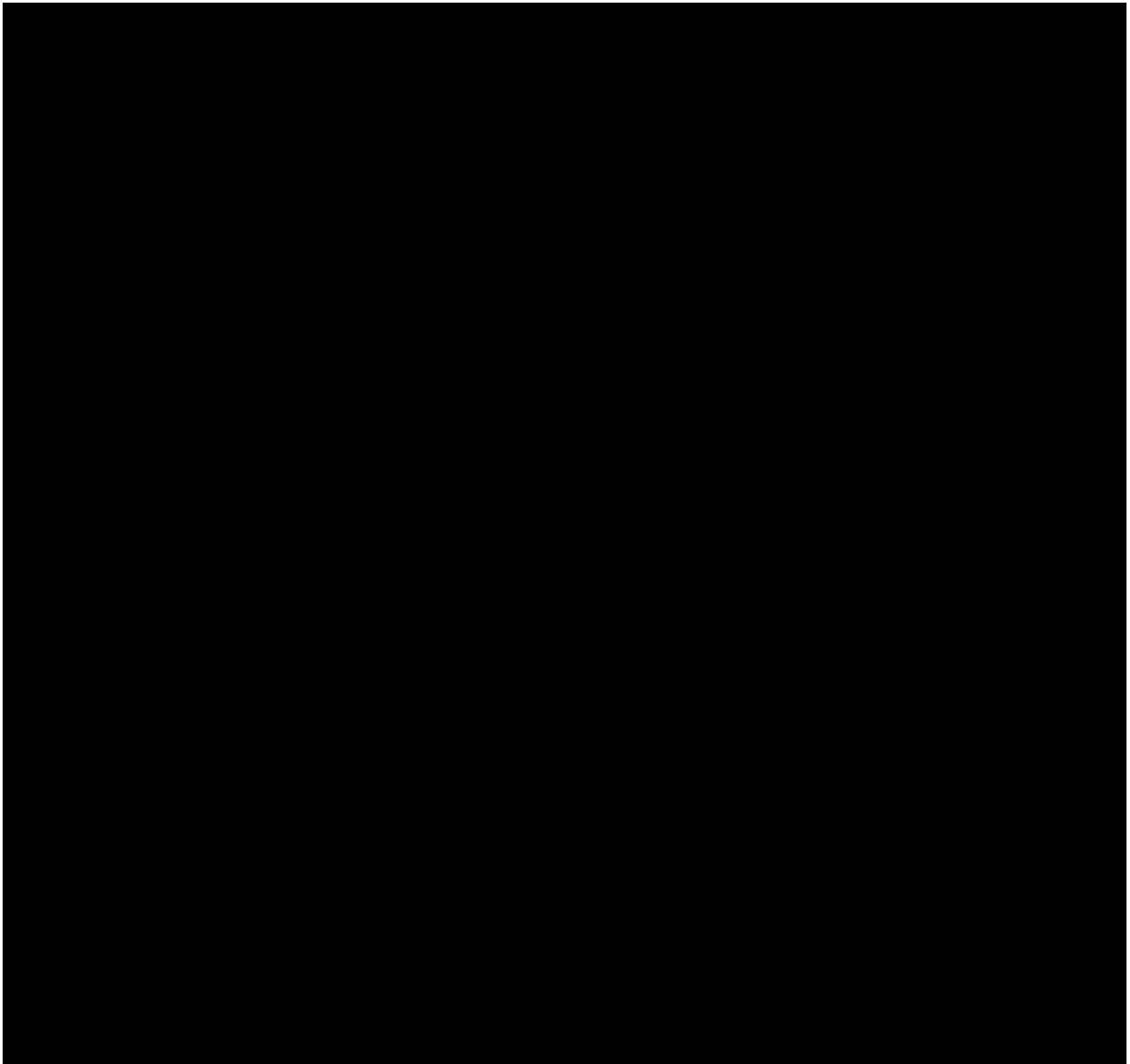


## Conclusion

The current proposals at Inglemead have not taken any measures to safely mitigate against the impacts arising from the proposed development on the local highway network, or demonstrate how the development can be safely accessed without effecting other highway users.

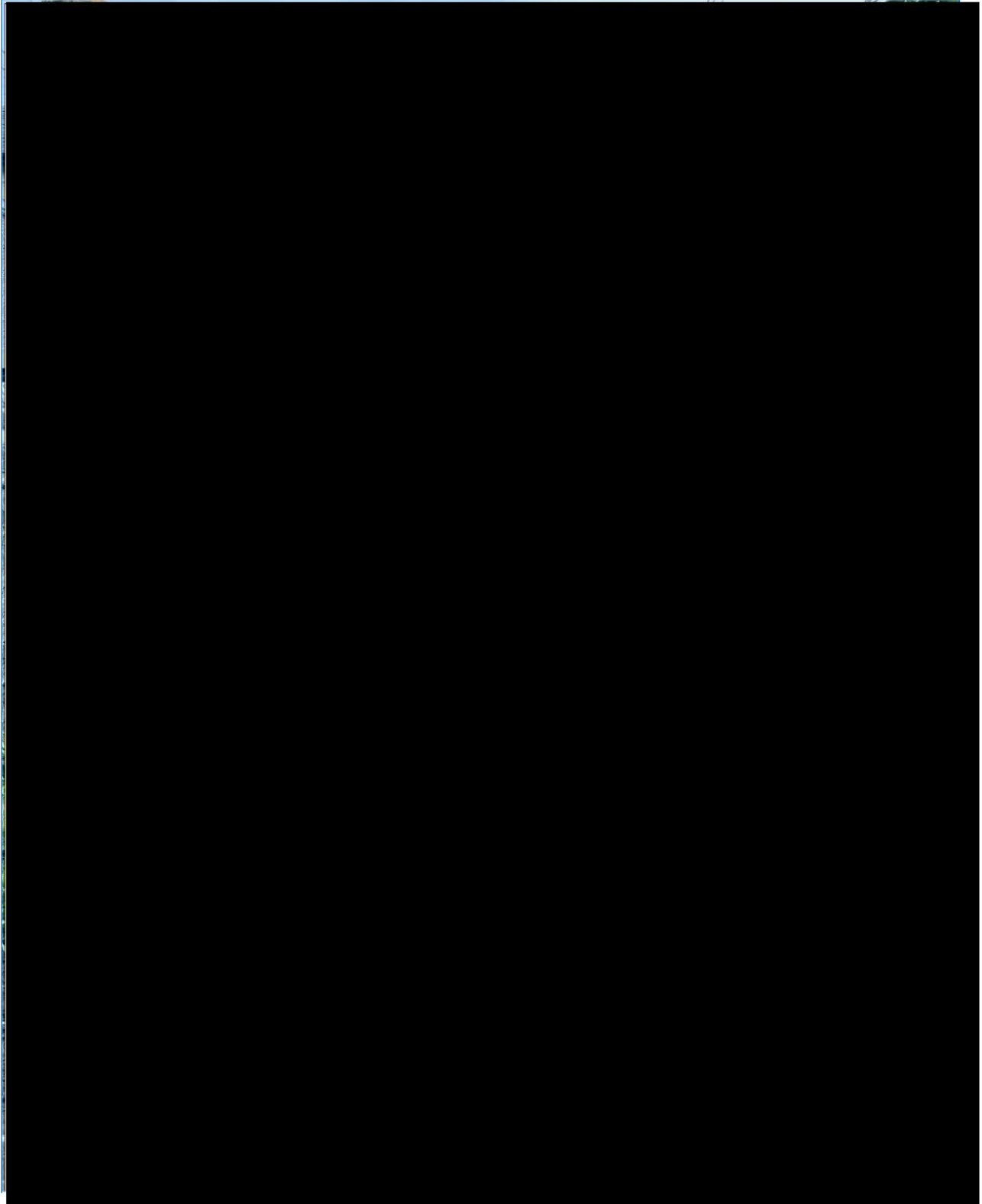
It has been said throughout the planning application at Inglemead how the proposed development would not be noticeable to pedestrians. With more focus given to the visual benefits of the development and its aesthetic appearance as opposed to how the development would integrate with its established surroundings.

Whilst the development site is located within the ownership boundary of Inglemead, which is served via access from Waddington Road. The proposed development as part of this planning application will become a new property registered on Hawthorne Place

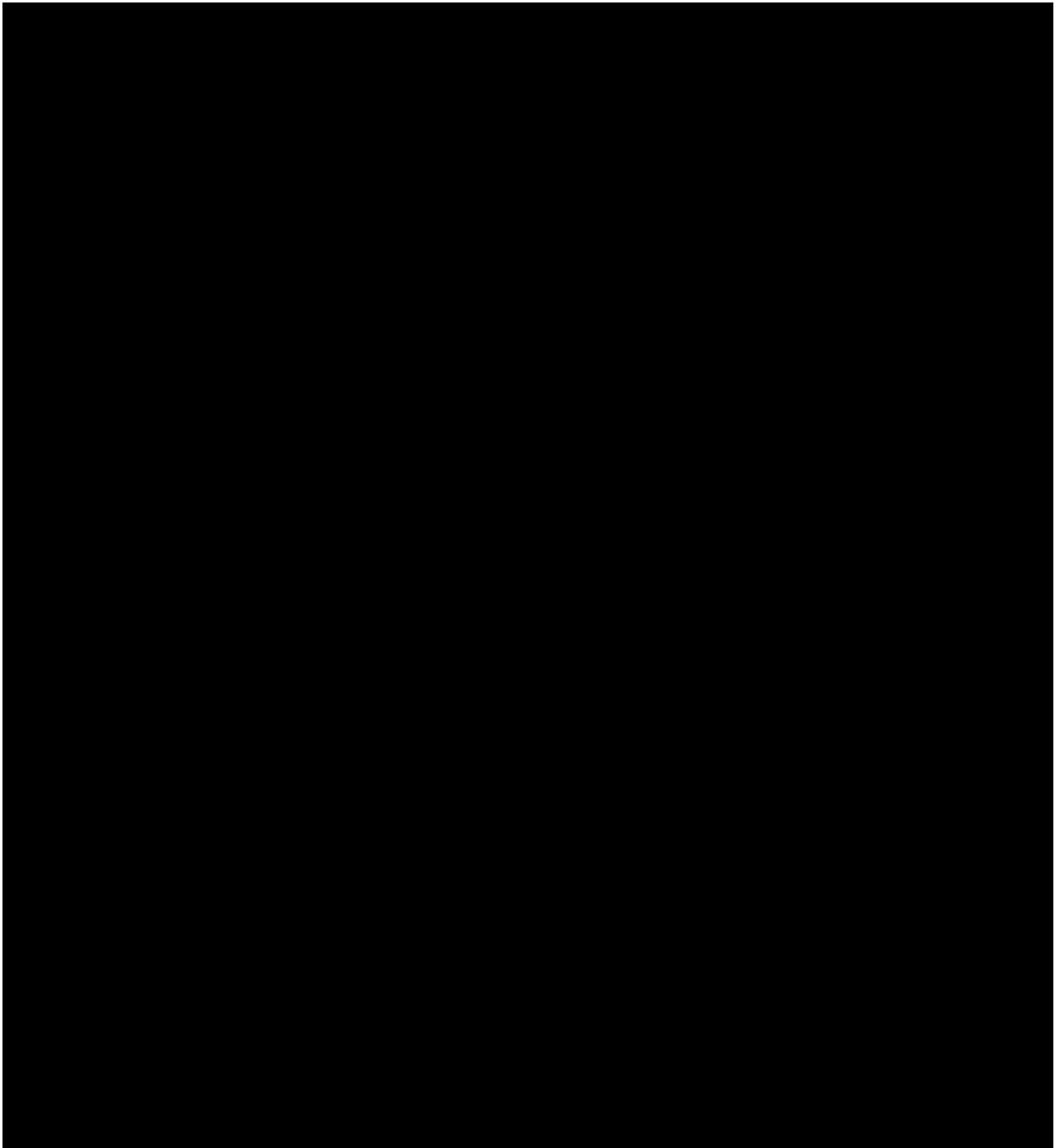


The back alley which is proposed as serving access to the new proposal, is actually used to serve access to the rear of properties behind Waddington Road, Hawthorne Place and Eastham Street.

The “service road” in which the applicant refers, is actually more of a back-alley / ginnel that is privately maintained and retains botanically rich verges which fits in with its surrounding heritage.



The proposed access arrangements are less than sub-standard and pose a severe highway safety risk, to the point the proposed parking provision would not be used at all. Creating a reliance for an on-street parking where such demand is already at capacity along Hawthorne Place.



The distance between the perpendicular configuration between the [REDACTED] [REDACTED] is far below the expected clearance of 6m. There has been no swept path analysis performed at the proposed access point to demonstrate how vehicles are able to enter and leave the driveway, let alone in a forward gear.

There has been no thought given to the highway's aspect of the design over than trying to accommodate one singular parking space, the functionality of that parking space has been secondary to an attempt at trying to secure off-street parking.

With existing parking demands along Hawthorn Place and the proximity of the proposed site to the junction with Waddington Road. It is inevitably going to be difficult to try an accommodate the required off-street parking in support of the proposed development.

There has been no consideration to the restricted width of the back-alley, or the 45° visibility splays required for the proposed residential driveway required between the highway boundary and points on either side of the drive measured 3m back from the nearside edge of the footway. The boundary wall which is said to require significant maintenance is now proposed to screen the development as opposed to be reduced to being reduced in height to support the required visibility splays.

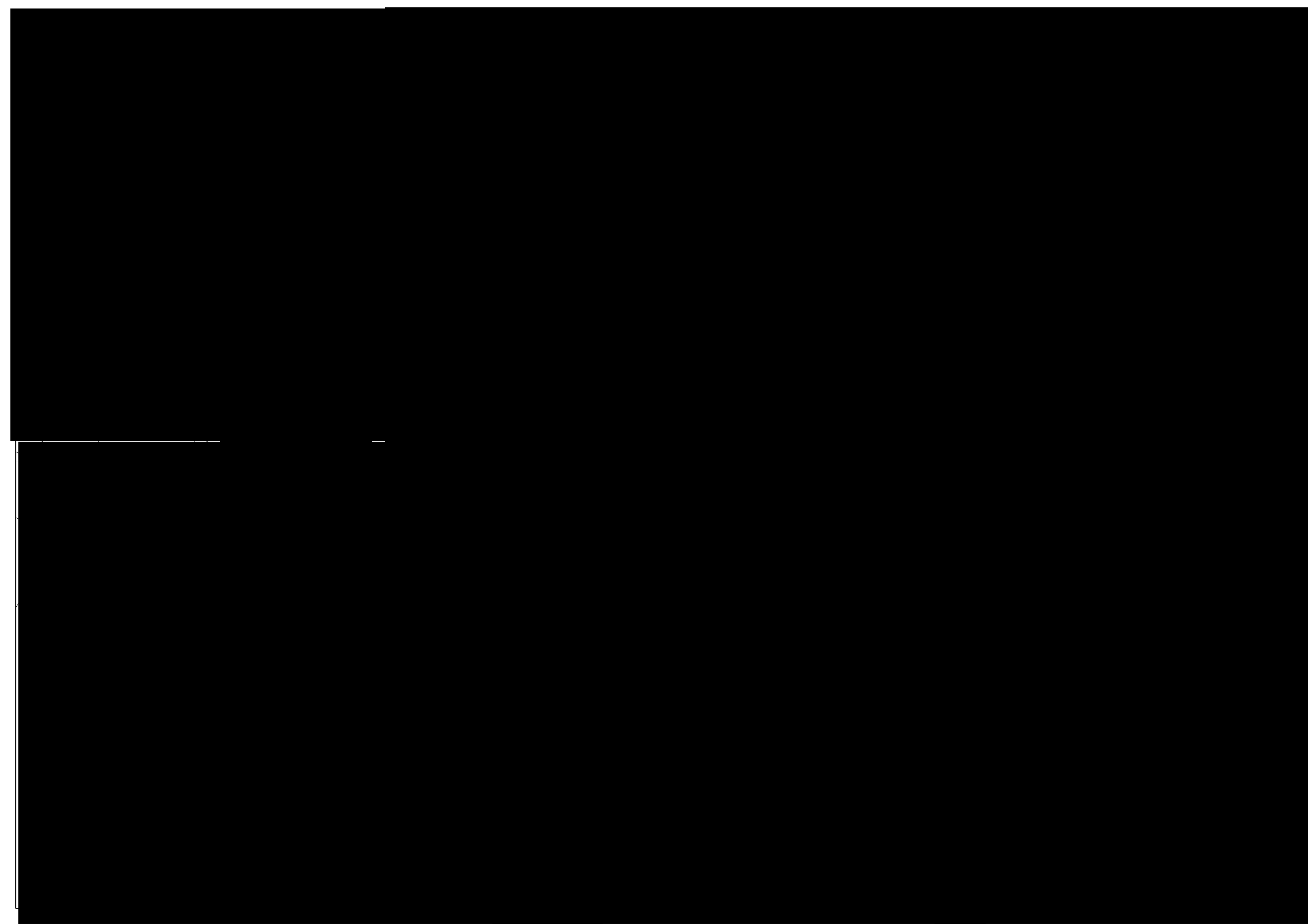
The shared back-alley / ginnel, should be kept free from obstruction at all times for retained access to the surrounding properties during times of emergency and to allow for the servicing of those properties and refuse storage. It should also be encouraged as a means of access to pedestrians and cyclists for the neighbouring properties.

The submitted planning application demonstrates how vehicles are proposed as either entering the back-alley in a forward gear via Eastham Street, or in reverse gear from Hawthorne place, neither should be considered acceptable.

It has consistently been demonstrated how the proposed development would not meet the highway safety standards expected by Ribble Valley Borough Council and Lancashire County Council as the Local Highway Authority. It is for these reasons the planning application should be refused.

Yours sincerely,

██████████  
██████████





[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 04 September 2024 12:25  
**To:** Planning  
**Subject:** objection to planning application 3/2024/0613

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Mr Kilmartin

Re planning application 3/2024/0613

I wish to object to this application on the following grounds

The proposal requires the use of the unadopted back lane running behind Inglemeades back garden and that of its neighbours on Waddington Road. (Riverdale, Greystones and Fairfield) and alongside [REDACTED] Overdale. Right of access is established to the rear of these properties since its creation in 1906. In the 2020 Design and Impact statement it is described as “a rear ginnel or service lane.” [REDACTED]

[REDACTED]. It has vegetation along each side on average 70 cm each side. The total width is 3.6m. I object that it is not a suitable surface or dimension for the main access to the front of a new dwelling for pedestrians, especially disabled pedestrians or vehicles.

Yours sincerely

[REDACTED]

[REDACTED]

[Redacted]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 04 September 2024 16:59  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2024/0613 FS-Case-643967082

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**Planning Application Reference No.:** 3/2024/0613

**Address of Development:** Waddington road/Hawthorne Place

**Comments:** I object to the planning application that will impact access to the [Redacted] [Redacted] that will become the front entrance to the proposed property and the impact to the parking that is already is at breaking point plus the entrance is going to be on a very narrow ginnel and I fear that damage could be caused to the environment