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Your ref: 3/2024/0615
Our ref: 3/2024/0615/HDC/KW
Date: 05 December 2024

Location: Land at Pendleton Road Wiswell BB7 9BZ
Proposal: Proposed change of use from agricultural building to single residential dwelling and associated residential curtilage together with hardstanding/parking area (part retrospective)
Grid Ref: 374819 437692

Dear Ben Taylor

With regard to your consultation letter dated 19 November 2024, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application Proposed change of use from agricultural building to single residential dwelling and associated residential curtilage together with hardstanding/parking area (part retrospective) at Land at Pendleton Road Wiswell BB7 9BZ.

Site Access

The LHA have reviewed drawing SC/23/200 – 002 and note that the site is being accessed from Pendleton Road. Pendleton Road is unclassified and is subject to a 30mph speed limit.

The access appears to have originally been a field gate which has since been hard surfaced. Given the appearance of the vehicle crossing, it would appear that this has been constructed within the adopted highway without permission from Lancashire County Council. Therefore, the applicant may be required to enter into an appropriate agreement with the LHA for the vehicle crossing to be inspected and any necessary remedial works to take place.

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It is also expected that the first 5m into the site be properly consolidated and surfaced in bound porous materials (not loose stone, gravel or grasscrete) to prevent debris from being dragged onto the highway. Any gates erected at the access should be positioned 5m behind the carriageway edge to accommodate a vehicle within the access before operating the gates.

To ensure adequate intervisibility between highway users at a new access a visibility splay set 2 metres back from the near edge of the carriageway and extending 43 metres in both directions should be provided. (The site line requirement is based on table 7.1 from Manual for Streets).

The visibility splay should 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.

The applicant should provide accurate details of the required sight line requirement, before determining the application.

Internal Layout

The LHA has reviewed drawing number SC/23/200 - 001 titled existing site plan and note that the car parking area is approximately 11m by 5m. Given the single-track nature of Pendleton Road, it would be beneficial to provide turning within to allow ingress and egress in forward gear.

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. Therefore, the development shall include covered secure cycle storage to ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development.

Conclusion

The applicant should provide accurate details of the required sight lines as detailed above as well as provide an amended plan showing any gates situated at the access setback 5m alongside details of the surfacing of the access/parking area. The LHA would also look for secure covered cycle storage to be provided within the site.

Yours sincerely

Kate Walsh

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