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Your ref: 3/2024/0464
Our ref: D3/2024/0464
Date: 13 December 2024

For the attention of Kathryn Hughes

Planning Application No: 3/2024/0464

Grid Ref: 376325 434949

Proposal: Proposed two-storey detached dwelling with integral garage, parking and landscaping. To include widening of existing vehicular access to the existing electricity substation to provide access to the new dwelling.

Location: Land opposite Rake Bottom, George Lane, Read BB12 7RD

Summary

Lancashire County Council, acting as the highway authority, provided initial comments to the above application on 20 September. This included a request for further information particularly the provision of suitably scaled plans showing the necessary visibility splays from the proposed amended access. These have not been provided.

The National Planning Policy Framework (NPPF) December 2024 states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios' (Paragraph 116).

Having reviewed the documents provided, Lancashire County Council acting as the local highway authority raises an objection regarding the proposed development and concludes that, as submitted, there are highway grounds to support an objection as set out by NPPF because the applicant has not demonstrated that adequate visibility splays can be provided at the proposed access.

The inadequate visibility splays on Whins Lane are likely to lead to an unacceptable conflict between those emerging from the private access and highway users travelling along Whins Lane which could result in collisions.

Site planning history

3/2019/1010 – Application for outline consent for one dwelling including access, landscaping and scale with appearance and layout reserved. Refused with reason 3 being that inadequate information has been submitted to satisfy the LPA that the proposal is acceptable in terms of safe visibility and subsequently highway safety and visual amenity.

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD



Visibility splays

As stated in the highway authority's previous response Whins Lane outside the site is subject to a maximum speed limit of 30mph. A minimum Stopping Sight Distance of 43m in both directions would be required for a road with this speed.

The various plans submitted refer to 60m visibility splays but the splay lines and measurements are not shown. The highway authority requested an appropriately scaled plan showing visibility splays measured 2.4m back along the centre line of the amended access and 43m in both directions with nothing over 1m above the carriageway level within the visibility splays and offset 1m from the carriageway edge but this has not been provided.

Furthermore, visibility splays must be over land within the applicant's ownership and/or the public highway network and no part should be over third party land.

Even accounting for a 1m off-set the highway authority estimates that the visibility splay to the East side of the new access lies significantly across third party land, resulting in a greatly reduced splay of approximately 13m which is significantly below the required 43m. The third party land appears higher than 1m therefore the splay cannot be implemented or controlled in the future by the applicant.

A section of stone boundary wall at the corner of the site adjacent to the access with Dudley Hill House measured 2m back from the carriageway edge would also need to be lowered to 1m or less.

Whilst the visibility splay to the West could be provided over land within the applicant's ownership and/or the public highway network this would require a section of the stone boundary wall 31m long lowering to no higher than 1m above the adjacent carriageway level. There are no works proposed to the boundary wall therefore this will result in a greatly reduced splay of approximately 10m. Any land or vegetation forward of the visibility splay line would also need to be lowered or cleared to no higher than 1m above the carriageway level. It should also be noted that the position of the telegraph pole outside the existing access has not been shown on any plans as requested.

Due to the rural nature of Whins Lane and the site's location near the junction with George Lane traffic may be travelling below the maximum speed limit and therefore a shorter Stopping Sight Distance may be accepted. However this would need to be supported through data obtained by an automated seven day survey carried out at an appropriate time of year, with prevailing weather conditions noted, to establish 85th percentile speeds.

As the proposed development would lead to the intensification in use of the site the highway authority objects to the proposal as insufficient information has been provided to demonstrate that the necessary visibility splays can be provided at the site access.

Car & cycle parking

Notwithstanding that we raise an objection to the proposed development due to insufficient visibility splays, for completeness we have provided comments below on the internal layout.

A ground floor layout plan has now been submitted.



As stated in the highway authority's initial response three adequately sized car parking spaces should be provided for a four bed dwelling. The parking and manoeuvring areas should also allow all vehicles to enter and leave the site in forward gear.

Whilst the proposed integral single garage is considered adequately sized internally to provide one car parking space and could also provide secure cycle storage and an electric vehicle charging point, there is insufficient area in front of the garage to allow a vehicle to manoeuvre to or from the garage. The highway authority therefore considers that this should not be counted towards the off-road parking provision.

Three other car parking spaces are shown on the proposed ground floor plan (Drawing JSA-24-113B dated May 2024). These are adequately sized to be considered as parking provision. However, the constrained site layout would require multiple internal manoeuvres, which could lead to vehicles reversing to or from the highway or being parked on Whins Lane, both of which raise highway safety concerns.

Conclusion

To conclude, the proposed development as submitted raises highway safety concerns due to the provision of insufficient visibility splays. Lancashire County Council acting as the highway authority considers this is contrary to the NPPF and the NPPF released December 2024.

The inadequate visibility splays on Whins Lane are likely to lead to an unacceptable conflict between those emerging from the private access and highway users travelling along Whins Lane which could result in collisions.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council