

Retrospective Planning Application for a Single Dwelling 4A Wiswell Lane, Whalley

Introduction

- 1 Eddisons has been instructed by John Atherton to provide highways and transport advice on a retrospective planning application for a single dwelling at 4A Wiswell Lane, Whalley.
- 2 The site is located along a looped private road that forms two access points onto Wiswell Lane; this currently serves six properties (house numbers 4, 4A, 6, 8, 10 and 12). The property for which retrospective planning is sought is located within the boundary of property 4A, access to which is gained via the private road's southern access point.

Access by Sustainable Modes of Transport

- 3 The site benefits from being accessible by foot. The private road is a shared surface that connects to the existing footway located along the south-eastern side of Wiswell Lane. This in turn connects to the wider pedestrian network, including the footways along either side of Clitheroe Road.
- 4 The existing pedestrian infrastructure provides the opportunities for the residents to travel to and from the site by foot. The footways provide safe routes to the amenities available in the centre of Whalley, predominantly located along King Street.
- 5 The 800 metre and 2 kilometre catchments displayed on **Plan 1** show that the entirety of Whalley is within walking distance of the application site. Moreover, Plan 1 shows there is a variety of amenities in close proximity to the site such as Oakhill Leisure Centre, Oakhill School & Nursery, Whalley Sub Post Office, The Dog Inn, Co-op Food, Sabden & Whalley Medical Group, along with various cafes and shops.
- 6 There are bus stops available along Clitheroe Road, circa 350m from the application site, which provide access to the bus services 15, 22 Valleyline, 64, 280, 995, and M2 Mainline.

- 7 Whalley train station is also located along Station Road, which is circa 900m south-west of the application site. This offers 2 services an hour to destinations including Clitheroe, Blackburn, Bolton, Salford Crescent/Central, Manchester Victoria and Rochdale, and therefore provides the opportunity for residents to travel to and from the site by train.

Car Parking

- 8 Car parking standards are set out in the Joint Lancashire Structure Plan. This advises that the baseline standard for 'Family Housing' of 2-3 bedrooms is 2 parking spaces.
- 9 An area is available adjacent to the dwelling that can accommodate at least 2 parking spaces. This is demonstrated in **Appendix 1**, which also includes swept path analysis to demonstrated how the spaces can be accessed.

Servicing

- 10 As shown in **Figure 1**, the properties that reside on the private road bring their bins to the end of their road for collection from refuse vehicles that collect off of Wiswell Lane.



Figure 1 Existing Refuse Collection

- 11 This demonstrates that the application site can be appropriately serviced by refuse collections from Wiswell Lane.

Increase in Traffic

- 12 In order to predict the likely levels of traffic that would occur as a result of the proposed residential element, reference has been made to the trip rates derived for North-West Preston.
- 13 A summary of these trip rates is included in Table 1, below.

Mode	Period	Trip Rate		
		Arr	Dep	2-way
Vehicle	AM Peak Hour	0.140	0.445	0.585
	PM Peak Hour	0.437	0.226	0.663

Table 1 Proposed Residential Development Trip Rates

- 14 Based on the above, it can be concluded that the proposed dwelling will result in 1 two-way trip during the weekday AM and PM peak periods. Such increases in traffic will be imperceptible.

Accident Analysis

- 15 In order to consider the potential impact of the retrospectively proposed site on road safety, a review of the site using the CrashMap website (www.crashmap.co.uk) has been undertaken.

- 16 CrashMap uses data collected by the police, and subsequently recorded, using the Stats 19 collision reporting form. The data provides detailed road safety data about the circumstances of personal injury road collisions in Great Britain, the types of vehicles involved and the consequential casualties. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The Crashmap site uses Stats19 data obtained directly from official sources but compiled in an easy to use format showing each incident on a map.
- 17 By reference to **Figure 2**, below, it can be seen that there have been no accidents along the private road or along the section of Wiswell Lane in the vicinity of the site, between the years of 2018 and 2022. Accident data from 2023 has yet to be verified and has not been included.

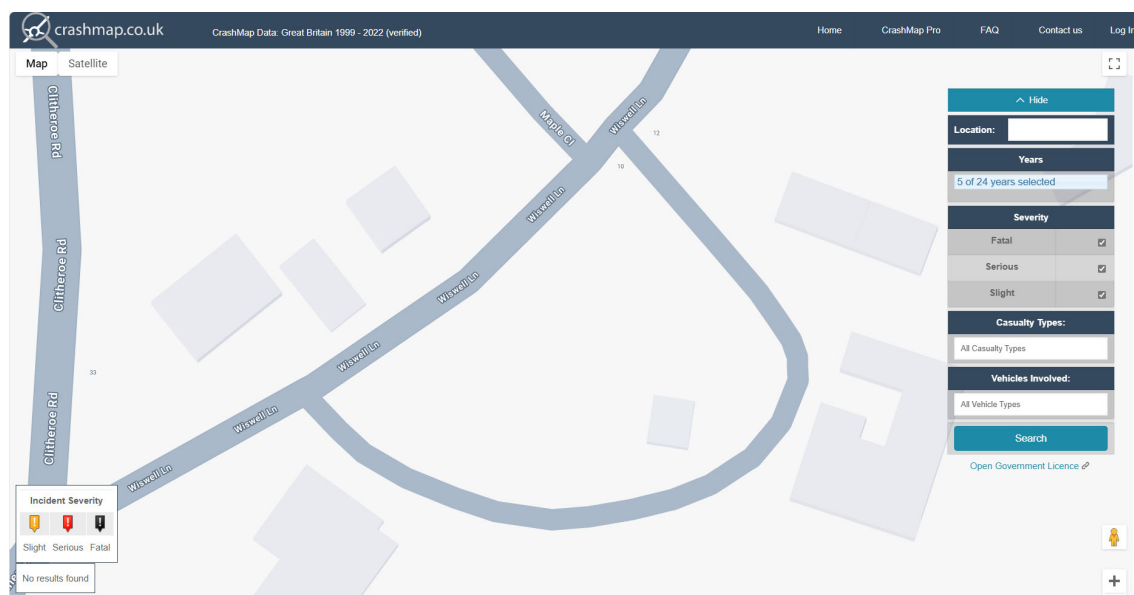


Figure 2 Extract from CrashMap

- 18 In view of this information it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record and is essentially operating safely when considering the volumes of traffic the local highway network accommodates and the severity of accidents that have occurred.

- 19 It is acknowledged that a previous application (App Ref 3/2018/1017) was submitted, which proposed two detached dwellings, one of which was positioned on the current application site. The application was refused and included the following reason for refusal:

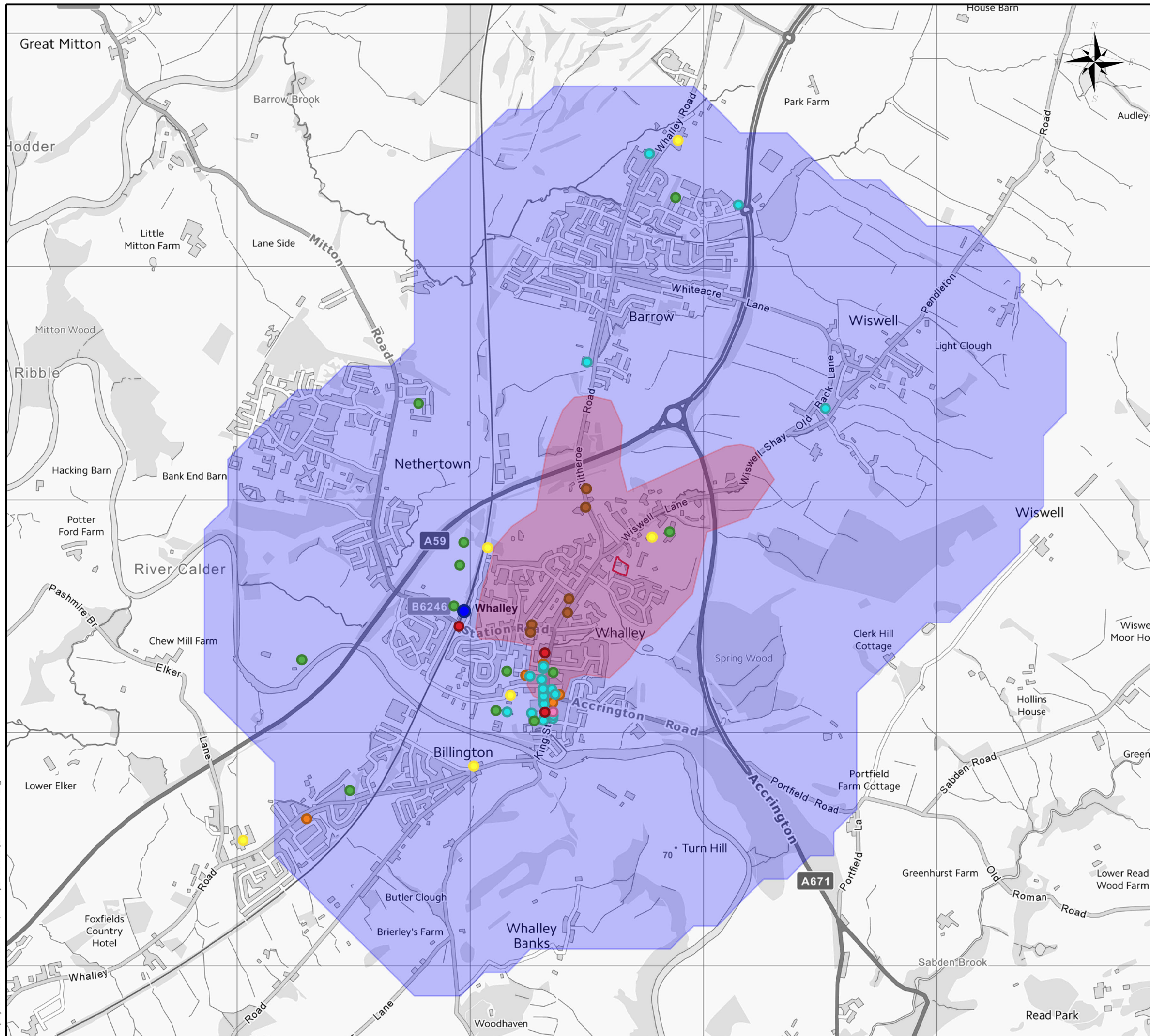
'The applicant has not provided any evidence to suggest that it is within their control to provide the required improvements at the site entrance/access onto Wiswell Lane and the existing access/entrance is not considered to be sufficient for the additional vehicular movements that would be generated by this proposal. The existing access/entrance is considered to be unsuitable for the proposed development and represents a highway safety concern which would be contrary to Ribble Valley Core Policy DMG1, as well as the relevant sections of the National Planning Policy Framework.'

- 20 Notwithstanding the current application is for a single dwelling, given this is a retrospective planning application and the historical accident statistics demonstrate there has been no PICs following its construction, it is demonstrably the case that the additional dwelling, and any associated increase in traffic movement associated with it, have not had an adverse effect on the safety of the local highway network.

Conclusions

- 21 This note has considered the highways and transport issues relating to the retrospective planning application for a single dwelling at 4A Wiswell Lane, Whalley.
- 22 The following conclusions have been drawn:
- The site is located within a sustainable location, which provides the opportunity for journeys to and from the site to be undertaken by sustainable modes of travel;
 - By reference to historical accident statistics, it is demonstrably the case that the dwelling, and any associated increase in traffic movement associated with it, have not had an adverse effect on the safety of the local highway network; and
 - The proposals will not result in a severe impact on the local highway network.
- 23 Based on the above, it is concluded that the development accords with the NPPF and, as such, there is no reason why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Train Station
- Nearest Bus Stops
- Education
- Sport/Leisure/Park
- Medical/Healthcare
- Post Box/Post Office
- Café/Takeaway/Public House
- Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **ATHERTONS
PROPERTY & LAND**

PROJECT: **4A WISWELL LANE, WHALLEY**

DRAWING TITLE: **800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALES: **NTS @ A3**

DRAWN: GW	CHECKED: TSB	DATE: 25.07.24
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DRAWING NUMBER: 4479-03	REVISION: -
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APPENDICES

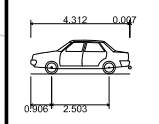
APPENDIX 1

Swept Path Analysis

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NOTES



Medium Sized Car
 Overall Length 4.319m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.042m



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
**ATHERTONS
 PROPERTY & LAND**

PROJECT:
4A WISWELL LANE, WHALLEY

DRAWING TITLE:
**SWEPT PATH ANALYSIS:
 MEDIUM SIZED CARS**

SCALES:
SCALE @ A3

DRAWN: GW	CHECKED: TR	DATE: 01.10.2024
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