

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: Kathryn.Walsh@lancashire.gov.uk
Your ref: 3/2024/0851
Our ref: 3/2024/0851/HDC/KW
Date: 28 November 2024

Location: 4a Wiswell Lane Whalley BB7 9AF
Proposal: Retrospective planning application for the retention of a single dwelling house and associated parking, soft and hard landscaping and associated works.
Grid Ref: 373644 436723

Dear Stephen Kilmartin

With regard to your consultation letter dated 7 November 2024, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Summary

Lancashire County Council acting as the Local Highway Authority raises concerns over the proposed development as it will result in an increase to the traffic flow at the access point to the site off Wiswell Lane.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an retrospective application for the retention of a single dwelling house and associated parking, soft and hard landscaping and associated works. The LHA are aware of the planning history at the site with it being listed below:

3/2023/0180 - Erection of single storey dwelling with solar panels on the roof and air source heat system together with landscaped (patio) areas (amendments to planning permission 3/2021/0991). Refused 16/05/2023.

3/2022/0992- Non Material Amendment of 3/2021/0991. Proposed increase in size of the study, still within the overall footprint of the site. Remove skylight in the lounge and replace with obscure window. Refused 01/12/2022.

3/2022/0298- Amendment to planning permission 3/2021/0991 to move the garage 1.5m closer to the house and to reduce the width by 600mm. Permitted 21/04/2022.

3/2021/0991- Revisions to the proposed single storey dwelling of the previously approved application (3/2020/0006), amendments include roof overhang to south facing

Continued...

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



terrace/walkway and west facing patio. Internal reconfigurations, inclusion of study, amendment to entrance lobby, additional rooflight to living room, solar panels located on the roof and inclusion of air source heat recovery system. The application boundary has been revised to exclude the existing bungalow. The proposal also includes the construction of one double garage. Permitted 23/11/2021.

3/2020/0006- Proposed extension and erection of new single storey dwelling to replace existing residential caravan. Permitted 12/03/2020.

3/2018/1017 - Proposed alterations and extension to existing property and erection of a detached garage. Erection of two four-bed detached dwellings with detached double garages. Resubmission of planning application 3/2018/0028. Refused 27/02/2019

Site Access

The proposal will utilise an existing private access track which leads onto Wiswell Lane, which is an unclassified road subject to a 30mph speed limit. The access onto Wiswell Lane is approximately 3.5m wide and onsite observations noted that the access has a limited visibility splay due to the existing boundary walls which appear to be over 1m tall and vegetation situated at either side of the access.

In 2018 in response to planning applicant 3/2018/1017, which proposed to increase the number of dwellings within the land of 4A Wiswell Lane from one dwelling to 3 the local highway authority raised concerns over the intensification of the use of a substandard access.

Since 2018, planning permission was granted for one additional dwelling on the site under application 3/2020/0006. However, this did not address the concerns previously raised regarding the intensification of the use of the access.

The current proposal will result in 3 separate dwellings on the wider site, 4A, the dwelling approved under application 3/2020/0006 and the retention of the proposal. Increasing the number of dwellings using the access onto Wiswell Lane. There are also 6 existing dwellings which currently use the private access track to access Wiswell Lane. With the proposal, there would be a total of 9 dwellings using the private access track which is also limited in width and does not support two-way movement, along with the access which does not meet current standards.

Whilst there are two access's for the private access track, the one closest to 4A Wiswell is the most preferred access to use due to its positioning and width in comparison to the other access. On-site observations did not note any formalised one-way system on the private access track.

In line with the LHA's guidance the access onto Wiswell Lane should be at least 5.5m wide for at least 5m into the site to accommodate safe and efficient two-way traffic flow for residents and emergency vehicles. However, the access from Wiswell Lane is considerably narrower than this required width and therefore is substandard. The LHA are aware that the access falls within third-party ownership which precludes any potential improvements to the access. There is also a concern that the access's visibility is unlikely to meet current standards.



Internal Layout

The LHA has reviewed drawing number 6180 P01 titled Proposed Site Plan and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan. Supplementary to this a swept path analysis has been included within the Highway Technical Note (Appendix A) provided by the applicant showing that vehicle can turn within the site. While this option is technically possible, implementing it successfully in practice may be challenging due to the limited space available within the parking area. Given the limited width of the private access track and the nature of the access onto Wiswell Lane entering and exiting the site in forward gear is essential.

Conclusion

While the proposal intends to utilise the existing access onto Wiswell Lane, it presents challenges due to the substandard width and limited visibility. Historical concerns raised by the local highway authority regarding the intensification of use have not been fully addressed. The addition of further dwellings exacerbates these issues. Although the internal layout complies with parking standards and demonstrates vehicle manoeuvrability within the site, the practical implementation remains challenging given the limited space and the critical necessity for vehicles to enter and exit in forward gear. Comprehensive improvements to the access are constrained by third-party ownership, further consideration to meet the Local Highway Authority's guidance and ensure safe and efficient traffic flow for all residents would be beneficial.

Yours sincerely

Kate Walsh

Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council
T: 01772 533235
W: <http://www.lancashire.gov.uk>

