

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

Phone: 0300 123 6780
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Your ref:
Our ref: LHS/CS/3/2016/0957
Date: 21st November 2016

For the attention of Victoria Walmsley.

Proposal:	Proposed two storey extension to side, relocation of driveway and detached double garage and workshop to rear
Location:	23 Pendleton Road Wiswell BB7 9DD
Grid Ref:	374637 - 437491

With regard to your letter dated the 7th November 2016

The Highway Development Control Section does not have any objections regarding the proposed two storey extension to side, relocation of driveway and detached double garage and workshop to rear and are of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Highway Development Control Section is of the opinion that the applicant has provided adequate off road parking provision for this type and size of development.

The Highway Development Control Section recommends the following conditions as part of the formal planning decision: -

1. The car parking and manoeuvring scheme to be marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas.
2. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) Order 1995 and the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority. Reason: To allow for the effective use of the parking areas.
3. All gates and associated mechanisms to be located outside the adopted highway and the gates to have physical restraints to prevent the gates from

opening onto the adopted highway. Reason to ensure the adopted highway is not obstructed by the gates or are a hazard to other road users
If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey
Highway Development Control Engineer