Lancashire County Council

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0801
Our ref D3.2021.0801
Date 12th October 2021

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2021/0801**

Address: **Kelvedon Beechthorpe Avenue Waddington BB7 3HT**

Proposal: **Proposed demolition of a single storey kitchen. Construction of 2 storey side extension and single storey rear extension.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

Further Information
Lancashire County Council acting as the Local Highway Authority 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. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition of a single storey kitchen, the construction of a 2-storey side extension and a single storey rear extension at Kelvedon, Beechthorpe Avenue, Waddington.

The LHA also understands that the proposal will alter the existing access and parking arrangements at the site.

Phil Durnell
Director of highways and Transport
Lancashire County Council
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Site Access

The existing site access is accessed off Beechthorpe Avenue which is an unclassified road subject to a 30mph speed limit.

The site currently has access to 2 car parking spaces which are located in the single garage and on the existing driveway. The site complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan for a 3-bed dwelling which requires 2 car parking spaces to be provided on site.

However, following the proposal the parking arrangements and the site access will be altered. Firstly, the single garage will be demolished while the size of the existing driveway will be reduced to incorporate the extensions to the dwelling.

The dwelling will still remain a 3-bed property but in response to the alteration of the driveway as shown on Peter Hitchen drawing number A1.2 titled "Proposed Site Plan" the access will be altered.

The LHA have reviewed the drawing and understands that the existing dropped crossing will be widened to a length of approximately 7m wide. While, the access width more than complies with the LHAs guidance for a single dwelling, the LHA are concerned about the depth of the driveway with it now being 4.5m in length. This is contrary to the LHAs guidance titled "Code of Practice Vehicle Crossings", which requires a driveway to be a minimum of 4.8m in length for the proposal to be acceptable.

The LHA do acknowledge that the drawing does show that the 2 parking spaces provided on the driveway will be parked at an angle to the dwelling. However, the LHA are unable to accept these spaces with there being no deterrent to prevent vehicles parking perpendicular to the dwelling. This will lead to vehicles overhanging onto the footway which is detriment to highway safety.

Not only this but if vehicles are parked at an angle to the dwelling, like on the drawing, and other vehicles are parked on street adjacent to the access then it will cause a complex manoeuvre to exit the site which could cause a conflict between vehicles, especially in a reverse gear.

As a result of these concerns, the LHA advise the Applicant to consider the options below.

The first option is to fully relocate the access to the grassed area next to the neighbouring dwelling called Lingmell and remove the existing garden wall at the site. The LHA have measured the depth of the grassed area and are aware that the length is approximately 7.3m and so it complies with the LHAs guidance titled "Code of Practice Vehicle Crossings." Not only this but the area can provide 2 car parking spaces to comply with the parking standards and the access arrangements will also comply with the LHAs guidance.

The grassed area could then be relocated to the existing access at the site which will then need to be stopped up with full height kerbs.

The second option is to remove the side extension from the application and leave the access as existing with there being adequate space to provide 2 car parking spaces.

Either of these options will be more favourable then the proposed with the proposed access and parking arrangements not being acceptable.

Following the submission of further information, the LHA will be in a better position to fully assess the application.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council