

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2022/0361
Our ref D3.2022.0361
Date 24th May 2022

FAO Sarah Heppell

Dear Sir/Madam

Application no: **3/2022/0361**

Address: **24 Oakdale Drive Whalley BB7 9FW**

Proposal: **Two storey side extension. Change rear conservatory roof. Drop kerb to rear and side. Fence to side of property.**

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

The Local Highway Authority (LHA) are in receipt of an application for the proposed two storey extension and the creation of a secondary access at 24 Oakdale Drive, Whalley.

The LHA are aware that the dwelling is located directly off Oakdale Drive which is an unclassified road subject to a 20mph speed limit.

The LHA have reviewed the supporting documents and understands that the number of bedrooms at the dwelling will increase from a 2 bed to a 3-bed following the proposal.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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The extension which will provide the additional bedroom will be provided to the side of the dwelling which will impact upon the parking arrangements at the site.

To counter this, the Applicant is proposing to provide one car parking space at the front of the dwelling and provide a secondary access to the rear of the dwelling where one space will also be provided.

The LHA have reviewed Ribble Valley Home Extensions drawing titled "Proposed Plans," and are aware that the secondary access will be approximately 2.3m wide. However, this does not comply with the LHAs guidance which requires an access serving a single dwelling to be a minimum of 2.75m wide. Therefore, the LHA require the width to be amended on a revised plan.

On the revised plan, the drawing should also show that the access can achieve visibility splays of 2m x 25m in both directions to comply with the LHAs guidance for the speed of road.

Should the access not be able to achieve the minimum visibility, the LHA advise that the maximum visibility should instead be shown on the drawing. This is because if the shortfall in visibility is marginal, the LHA may accept the shortfall.

Furthermore, the LHA have reviewed the proposed parking space to the front of the dwelling. However, the LHA have reviewed the length of the space and are aware that the space is approximately 3m in length. This does not comply with the LHAs guidance for a car parking space which requires a space to be a minimum of 4.8m in length.

The LHA, as a result, advise that the space to the front is relocated to the rear of the site where the proposed access is located, and the existing access is stopped up. This is because there is limited space at the front to provide the minimum length for a car parking space.

Therefore, any changes to the proposal should be shown on a revised plan.

Yours faithfully

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