

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2022/1055  
Our ref: D3.2022.1055  
Date: 8<sup>th</sup> December 2022

FAO Mark Waleczek

Dear Sir/Madam

Application no: **3/2022/1055**

Address: **59 Mellor Brow Mellor BB2 7EX**

Proposal: **Proposed front porch and front dormers. Two storey rear extension and material changes.**

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 at 59 Mellor Brow, Mellor.

The LHA are aware that the dwelling will continue to be accessed off Mellor Brow which is an unclassified road subject to a 30mph speed limit.

The road Mellor Brow, in which the dwelling is located off, is a cul-de-sac which serves 4 dwellings and is located off the C classified road Mellor Brow.

#### **Lancashire County Council**

Phil Durnell  
Director of Highways and Transport  
PO Box 100, County Hall, Preston, PR1 0LD



The LHA have reviewed the supporting documents and understands that the existing 3 bed dwelling which has an internal garage which acts as a car parking space, will become a 5-bed dwelling following the proposal.

For the site to comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, the LHA require a minimum of 3 car parking spaces to be provided at the site. Therefore, the LHA require a parking plan to be submitted showing that the site can comply with the LHAs guidance.

The LHA makes the Applicant aware that the LHA will not accept any on-street parking from occurring in this location. This is because the LHA are concerned that should the LHA allow for the facilitation of on-street parking, that parked vehicles outside of the dwelling could obstruct the use of the turning head for emergency vehicles located at the end of the cul-de-sac approximately 25m from the dwelling, which is unacceptable.

Furthermore, the LHA are aware by reviewing the computer mapping software, Google Streetview with images of the dwelling dating back to March 2009, that the two car parking spaces located on the existing driveway outside of the garage are unlikely to have the required dimensions to be considered as a car parking space. This is because the LHA require the depth of a driveway to be a minimum of 4.8m to prevent any overlapping of a parked vehicle onto a footway. However, as seen in the images, the two parked cars overlap the footway which is unacceptable.

The LHA are aware that this is a pre-existing situation at the site and while the LHA do not condone a parked vehicle overlapping the footway, the LHA are unable to prevent this from occurring but will insist that a minimum of one car parking space should comply with the LHAs parking guidance.

The LHA advise that, due to the lack of space to lengthen the existing driveway that the internal garage is retained as part of the application. This is because as shown on, PCE drawing number PCE-Parkin-September-22-Existing, the dimensions of the existing garage complies with the LHAs guidance when providing a car parking space. Therefore, for the LHA to support the application the internal garage should remain or be extended to provide two car parking spaces. The dimensions for a double garage when providing two spaces is 6m x 6m.

Yours faithfully

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

