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Your ref: 3/2023/0814
Our ref: 3/2023/0620/HDC/KW
Date: 06 November 2023

Location: Springwood Whalley Road Hurst Green BB7 2NP
Proposal: Proposed single-storey extension to rear and single-storey extension to side. Conversion of existing barn into ancillary living accommodation and creation of rear balcony. Extension of existing garage to incorporate additional parking bay.
Grid Ref: 370307, 439117

Dear Mr Will Hopcroft

With regard to your consultation letter dated 24 October 2023, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed single-storey extension to rear and single-storey extension to side. Conversion of existing barn into ancillary living accommodation and creation of rear balcony. Extension of existing garage to incorporate additional parking bay at Springwood, Whalley Road, Hurst Green.

The development is located off an existing access leading from Whalley Road (B6243) which is a B classified road subject to a 60mph speed limit.

Parking

The proposed extension to the garage will allow for 3 off street parking spaces given the internal dimensions meeting the LHA guidance which is at least 6m long and 12m wide for a tripe garage. The driveway will allow vehicles to turn within the site ensure that vehicles can enter and exit the site in a forward gear.

Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles shall be included within the development to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

Conditions:

1. The parking and manoeuvring areas shall thereafter always remain available for parking and manoeuvring of vehicles associated with the dwelling and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety.

2. The detached building hereby approved shall only be used ancillary to the enjoyment of the existing dwelling and shall not be used by way of sale or sub-letting to form separate residential accommodation.

Reason: To avoid the creation of separate dwellings which may be substandard in terms of parking provision and/or vehicular manoeuvring area.

Yours sincerely

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