

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0926
Our ref: D3.2023.0926
Date: 5th January 2024

FAO Lucy Walker

Dear Sir/Madam

Application no: **3/2023/0926**

Address: **2 Water Meadows Longridge PR3 3BW**

Proposal: **Construction of two storey extension to side and rear, including conversion of existing garage.**

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

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2023) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority advises the following reasons for an objection:

1. The proposed development would result in the loss of off-street parking that would lead to vehicles being displaced to the turning head of the shared access road thus removing the facility required to enable vehicles, including visitors and delivery vehicles, to turn within the site and enter and leave in a forward gear. This could lead to vehicles having to reverse for a considerable distance before manoeuvring and engaging in a forward gear in a location which has no segregated pedestrian facilities and one which has numerous site frontages that serve each dwellings parking areas. Therefore, the proposal is not in the interests of highway safety and so is contrary to paragraph 115 of the National Planning Policy Framework (2023).

Introduction

The Local Highway Authority (LHA) have been consulted on an application for the construction of a two storey extension to side and rear, including the conversion of an existing garage at 2 Water Meadows, Longridge.

The LHA are aware of the most recent planning history at the site with it being listed:

3/2021/0190- Proposed single storey rear lean-to extension to form new integral garage. Conversion of existing garage to form new office/snug. Flat room link extension (side/rear elevation). Refused 10/06/2021.

The application was refused due to the following reason:

"The proposed development would result in the loss of off-street parking that would lead to vehicles being displaced to the turning head of the shared access road thus removing the facility required to enable vehicles, including visitors and delivery vehicles, to turn within the site and enter and leave in a forward gear. This would be injurious to the safety of other highway users and contrary to Policies DMG1 and DMG3 of the Ribble Valley Core Strategy."

Proposal

The LHA have reviewed drawing number NMB/WM/002 Rev A titled "Proposed Extension and Alterations" and are aware that the parking arrangements at the site will change following the proposal. While the number of bedrooms at the site will remain as a 4+ bed dwelling, the extension to the dwelling will lead to a loss of one car parking space, with 3 spaces currently being provided on the existing driveway.

Following the proposal, one car parking space will be provided on the driveway, while the other space will be in the turning area for the shared access track which serves three other dwellings. This track is taken from the main spine road of the residential estate called Water Meadows.

Providing a car parking space within the turning area for the shared access track is unacceptable. This is because a car parked within the area will likely obstruct the use of the turning head for other vehicles using the access track including delivery and emergency vehicles when they are servicing the property and neighbouring properties. This would lead to these vehicles being unable to turn within the site and enter and leave in a forward gear, causing them to have to reverse for a considerable distance before engaging in a forward gear. This is in a location which has no segregated pedestrian facilities and one which serves each dwellings parking areas. Therefore, the LHA are concerned that the proposal will compromise highway safety given the distance a vehicle will have to reverse and there being numerous potential conflict points.

The LHA understands that the turning area of the shared access track is located within the dwellings red line boundary. However, the LHA are aware by reviewing the supporting information for application reference 3/2021/0190 that the other dwellings located along the shared access track have a right to use the turning area. The right of the other dwellings to access the turning area was established as part of the original planning



application, 3/2013/0307, which relates to the creation of the residential estate the dwelling belongs to. Therefore, to compromise/ obstruct the use of the turning area would prevent the neighbouring dwellings right of access to the area.

Even if information was submitted which showed the use of the turning area was not compromised there would still be a shortfall of one space given the number of bedrooms at the dwelling. Therefore, the LHA are concerned that the shortfall in parking at the site would be accommodated in the turning area of the shared access track. This would be unacceptable and would be to the detriment of highway safety for the reasons highlighted above.

Conclusion

The LHA acknowledge that the turning area for the shared access track has not been designed adequately as vehicles will have to use the dwellings driveway to exit the site in a forward gear. However, the proposal will make the existing situation worse with the turning area becoming a car parking area for the dwelling. This would be to the detriment of highway safety with there being no facilities for vehicles using the access track to turn and exit the area in a forward gear, leading to vehicles having to reverse for a considerable distance before having adequate space to manoeuvre and engage in a forward gear. This is in a location which has no segregated pedestrian facilities and one which has numerous site frontages that serve each dwellings parking areas. Therefore, the LHA are concerned that the proposal will compromise highway safety which is contrary to paragraph 115 of the National Planning Policy Framework (2023).

Informatives

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

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

