

Jane Tucker

From: Patel, Uday [Uday.Patel@lancashire.gov.uk]
Sent: 23 July 2013 10:13
To: planning
Cc: ENV LHS Customer Service
Subject: 3/2013/0339 - Unit 2 Hall Street Clitheroe Lancashire BB7 1HJ - Proposed change of use of an existing industrial unit to a sports injury clinic

F.A.O: Stephen Kilmartin,

Planning Application Reference: 3/2013/0339

Location: Unit 2 Hall Street Clitheroe Lancashire BB7 1HJ

Proposal: Proposed change of use of an existing industrial unit to a sports injury clinic

Proposed development is a change of use from existing industrial unit to sports injury clinic. At present use of the property is of light Industrial B1(c) type. Existing floor area as indicated in the application is 142 m². There is forecourt area available which is currently used as parking of vehicles in front of the property. These vehicles are observed to be parked overhanging on the highway which is hazardous situation. Property is at the bottom of Hall street which is an urban single 2 way road with 30mph speed limit. Currently there is no traffic regulation order restricting parking of vehicles on Hall Street. Number of vehicles are observed to be parked on the side of Hall Street.

According to JLSP parking standard guidelines, D1 type (previous) use of the property requires parking in the ratio of 1:35 which means 4no parking spaces are required. Considering that property is not far from town centre location and implying parking reductions, approximate parking required for current use of the property is 3no spaces. It is realised that the forecourt is not able to accommodate the vehicles without affecting highway, as the vehicles are observed to be overhanging onto the highway significantly.

Proposed development suggest to have 2 consulting rooms and customer sitting area within the premises. According to JLSP parking standard guidelines, D1 type use will require 4no parking spaces for each consulting room. Thus there will be 8no parking spaces required for the proposed development. With regard to the proximity of the property to the town centre location the accessibility score for the proposed location is approximately 21 which is considered as medium accessibility score for the proposed location. Thus applying approximately 12% parking reductions, the required parking will be 7nos. Thus there is increased parking demand for the proposed development.

It is noticed that there are two accesses to the property. One the main roller shutter access and another a pedestrian access to the sitting area. It is realised that it may not be practical to park the vehicle in front of the pedestrian access and vehicular access to the property. This situation will leave almost no parking available for customers and staff to park their vehicles.

It is also realised that the customers visiting the clinic are likely to come slightly early then the appointment time. Considering multi consulting rooms in use, there may be possibility of more than one patient along with some visitor coming to the clinic. It is noticed that there are several number of bicycle storage spaces available in the premises which is encouraging the staff and others to use environment friendly way of transport. However it is anticipated that most of the patients are likely to visit the clinic by car or other such vehicle including use of emergency service vehicles.

Considering the above matter, it is believed that the proposed development is not a betterment to the highway in terms of parking. The proposed layout of the development does not suggest accommodation increased demand of parking. It is anticipated that proposed development is likely to affect the adjacent highway and in particularly the vicinity of the residential development around.

In view of the above, there is an objection to the proposed development on highway grounds.

23/07/2013

Thank You

Uday Patel
(Developer Support – Area East)

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