



Clitheroe Community Hospital

320160170P

Proposal for additional operational car parking within the existing site curtilage



Design and Access Statement: January 2016



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1. Design Principles and Concepts

This proposal seeks to obtain approval for 43 additional operational parking spaces, provided by means of discrete areas around the site. The largest single area of additional spaces is situated to the rear of the building, and is shielded by the existing landscape buffer between the road & the building (to the east of the building). In order that cars leaving this car park area do not hinder the response times of the emergency ambulance attempting to leave the site, a dedicated lane for the ambulance is proposed, which would be indicated with cross-hatching painted onto the road surface. The existing 2 way entrance / exit would be sign-posted as exit only, 1 lane for cars / delivery vehicles, the other lane solely for the use of the ambulances.

The second area is to the front of the building (to the west of the building). This area will be cut into the existing ground level, and together with the existing soft landscaping to be transplanted, this will mitigate the visual impact of the parking spaces, as viewed from Chatburn Road.

2. Context and Design of the Development

The hospital was originally designed for the Primary Care Trust (PCT) as a replacement for the old Clitheroe Community Hospital. The design was conceived and procured at a time when Community Services were being transferred away from the PCT and into provider organisations. The PCT itself was latterly replaced by the Clinical Commissioning Group.

The car parking provision in the consented & constructed scheme reflects a quieter hospital than the one the current Commissioning Group are now trying to operate. Given the need to make best use of the better quality healthcare buildings and the perfectly correct intention to provide care closer to home it is imperative that the hospital is made to work efficiently and effectively. Changes to services were undertaken during the design and construction phases resulting in additional activity being delivered from the hospital in areas such as Physiotherapy and Out-patients. These changes were made without considering the impact on the car parking provision which remained at 65 spaces from the outset.

The current travel plans include the provision of cycle storage and car sharing but it must be understood that given the local topography and infrastructure in the Ribble Valley, there will always be a reliance on the use of the private car by patients, visitors and members of staff. One must also take into account the fact that there are unfortunately unavoidable peaks in demand, in particular when the early afternoon shift change coincides with out-patient clinics. This was not factored into the original provision.

The site operator has already experienced operational difficulties and received complaints about the lack of car parking spaces which affect not just the hospital but the surrounding highway network. The proposed increase in the number of spaces will allow us to operate the facility much more effectively providing a better service to our patients and the wider public.





3. Planning Policy

Whilst the original scheme was designed in accordance with the car parking guidance current at the time of the original planning application, as stated above, this provision did not take account of various factors, including the increased facilities now offered at the site, over and above what was originally intended, at the original scheme planning stage. In order to satisfy Policy G1, the existing soft landscaping (particularly to the car park area to the front of the building) is to be retained & transplanted (including the existing trees). In accordance with policy G7, an assessment of the existing drainage system within the site will be undertaken to ensure that the surface water run-off from the additional hard surface areas does not create an un-acceptable change to the ultimate surface water run-off from the site. The requirements of policy T1 are acknowledged, however, the reason this application is deemed necessary is due to the number of visitors & staff who visit the site by private car, due to the location of the site, nature of the topography and infrastructure in this part of the Ribble Valley. Policy T7 acknowledges that due to this mainly rural nature of the Ribble Valley, the use of the private car is increased as the main mode of transport to & from work, and in the case of this development, healthcare facility. Clauses 8.7.3 & 8.7.4 discuss the need to provide sufficient on-site parking, to prevent un-desired on street parking on the highway network. This application aims to mitigate on-street parking at this site. Policy T12 requires the provision of cycle storage; this has already been provided in the original scheme. It is not proposed to provide any further facilities, as we understand the existing facilities has spare capacity. Policy T14 has not been specifically considered at this time, but the existing site management endeavour to reserve at least 1 space for taxi drop-off near to the front door. This could be formalised as a designated space, if required. The requirements of T15 will have been considered at the original planning consultation, and as this proposal does not seek to change any aspect of the pedestrian access to the site, it is not considered necessary to discuss this aspect further at this stage.

4. Access

In order to minimise the impact to the existing highways and immediate environment, the main vehicular and pedestrian access from Chatburn Road is to remain as existing. The vehicular access / egress onto Pimlico Link Road is proposed to be amended to "exit only" as described in paragraph (1) above. The proposals do not make any changes to the pedestrian route into the building. In order to maintain the ratio of accessible spaces / standard spaces, 9 No. standard spaces within the existing car park area are to be re-marked out as 6 No. accessible spaces. These are situated close to the main entrance of the building.

5. Consultation

The design has been undertaken in close consultation with various current user groups of the facility, and the facility management team. The Planning Officer from Ribble Valley Borough Council was invited to site, and there was a brief on site consultation, to ascertain whether the application would attract Officer / Authority support, and to demonstrate the consideration given to the various proposed areas of car parking. The outcome of these consultations is embodied in the proposed design which seeks to achieve an improved level of car parking while responding to the context and character of the site, and improving the day-to-day operational requirements of the community facility.



