

Ribble Valley Borough Council  
Development Control

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Your ref 3/2019/0954  
Our ref 4<sup>th</sup> December 2019  
Date

Dear Sir / Madam

Application no: 3/2019/0954

Address: Primrose Mill, Primrose Road Clitheroe

Proposal: Conversion of Existing Mill complex to provide 25 residential apartments

The proposed site has previously been considered for conversion of the existing mill buildings to apartments (applications 2014/ 0105, 2015/0266 and 2016/0764 and in this respect the principle of such use has previously been agreed albeit for a slightly reduced number of units (18) the current application is for an additional 7 units taking the total provision to 25 units. The proposed development is anticipated to add an additional 14 and 16 in the am / pm peak hours respectively. On the basis of the previous history of the site and the potential of the proposed development to remove a source of industrial traffic from the local road network based on the current / potential use, there would be no highway objection to the proposed development, however there are a number of issues that will need to be addressed in order for the development to provide a satisfactory highway layout.

1 In previous consideration of the various applications for this site a swept path analysis for refuse vehicles from Woone Lane turning into and servicing the site has been requested. This level of detail has not been provided as part of the application submission. The applicant will need to demonstrate that this type of vehicle can enter and leave the site in forward gear and provide safe access to the refuse collection area within the site

2 Para 4.5 of Appendix A of the Transport Statement submitted with the application refers to the upgrading of the access to the site from Woone Lane. This element has not been included with the existing application and is considered necessary to bring the access up to an appropriate standard for a shared pedestrian / vehicular use.

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**Phil Durnell**

Director of Highways and Transport  
Lancashire County Council

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3) Access to the parking spaces numbered 36 – 39 are restricted and will require the vehicles to reverse out of the site in order to approach Woone Lane in a forward gear. Any reversing movements in this area are likely to be problematic – visibility and adverse gradients - and should therefore be avoided.

Should the above issues be resolved satisfactorily and your council is minded to approve this application I would request that the following conditions be attached to any permission that may be granted

#### Conditions

- 1 For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
- 2 The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users.
- 3 The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative. Reason: To allow for the effective use of the parking areas.
- 4 Prior to the start of the development, a joint survey shall be carried out between the developer and the planning authority (in conjunction with the highway authority) to determine the condition of Woone Lane at the site access A similar survey shall be carried out within six months of the completion of the development and the developer shall make good any damage to Woone Lane to return it to the pre-construction situation. Reason; to maintain the construction of Woone Lane in the interest of highway safety.
- 5 No development shall be commenced until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. The Estate Street Phasing and Completion Plan shall set out dates for the establishment of a private

management and Maintenance Company. Reason: -To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential financial security and highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

- 6 No development shall be commenced until the estate street fronting the property has been completed in accordance with the Estate Street Development Plan. Reasons: - To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway,
- 7 No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed access to and within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details or a private management and Maintenance Company has been established.

No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- ❖ The parking of vehicles of site operatives and visitors
- ❖ The loading and unloading of plant and materials
- ❖ The storage of plant and materials used in constructing the development
- ❖ The erection and maintenance of security hoarding
- ❖ Details of working hours
- ❖ HGV delivery times and routeing to / from the site
- ❖ Contact details for the site manager

## Notes

1. The highway is not to an adoptable layout and will remain private.
2. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.
3. The applicant is advised that the modified site access, will need to be constructed under a section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highway works within

the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact the Environment Directorate before works begin on site. Further information and advice can be found at [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search for "278 agreement".

Yours faithfully

**Dave Bloomer**  
**Highways & Transport**  
**Lancashire County Council**