

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0405
Our ref D3.2021.0405
Date 12th May 2021

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2021/0405**

Address: **Land adj Black Horse Inn Pimlico Road Clitheroe BB7 4PZ**

Proposal: **Construction of one block of seven apartments and associated parking.**

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

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 construction of one block of seven apartments and associated parking at the land adjacent to the Black Horse Inn, Pimlico Road, Clitheroe.

The LHA are aware of the recent planning history at the site with a proposal for the erection of one block of six apartments and associated parking being permitted on 18th November 2018, under application reference 3/2018/0510.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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It is also worth noting a similar scheme to the one permitted in 2018, was refused under application reference 3/2015/0785.

Site Access

The site will utilise an existing access off Pimlico Road which is a C classified road subject to a 30mph speed limit.

The site access, which is shown on MDA drawing number 2030-A-10-02 Rev A titled "Proposed Site Layout," will remain the same as the access approved under application reference 3/2018/0510. Therefore, with the access already being approved for a similar scheme to the one proposed, the LHA have no concerns associated with the access.

Internal Layout

The LHA have reviewed MDA drawing number 2030-A-10-02 Rev A titled "Proposed Site Layout," which shows the site will provide 14 car parking spaces for the 3 x 1 bed and 4 x 2 bed apartments. This complies with the guidance contained in the Joint Lancashire Structure Plan and therefore the LHA have no concerns regarding parking at the site.

However, the Applicant is proposing to locate a permanent bin storage area for the proposal on a public footway. The LHA makes the Applicant aware that bin collection points should not be provided within the public highway and should be located within the Applicants red line boundary. Therefore the LHA require a revised drawing showing the relocation of the bin storage area.

The Applicants should note that drainage will need to be installed within the site to prevent surface water from the private land entering the public highway.

Public Footpath FP 28

The LHA note Public Footpath FP 28 runs adjacent to the proposed development. The applicant should consider the condition and informatives below.

Transport Sustainability

The application site is adjacent to two bus stops which are located next to the site access which serves bihourly services to Clitheroe town centre and Sawley. The site is also 1km away from the centre of Clitheroe with the site being connected by existing footways.

The LHA understands that the site will provide cycle parking facilities within the site. The LHA makes the Applicant aware that these should be secure and covered and preferably fully enclosed within individual cycle lockers.

Conditions

1. Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.

REASON: to ensure the Public Right of Way is safe and available during the period of construction in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 98 of the National Planning Policy Framework 2019

2.No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of [the routing of construction traffic], wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on MDA drawing number 2030-A-10-02 Rev A have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2019).

4. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 1 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

5. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

REASON: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

6.No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2019).

7.The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with MDA drawing number 2030-A-10-02 Rev A. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

8.The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided 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.

Informatives

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. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Before proceeding with the scheme preparation the Developer should consult with the Environment Director for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing or new highway structures included in, or affected by, the proposed scheme. For this purpose the term highway structure shall include: -

- any bridge or culvert having a span of 1.5 metres or greater, or having a waterway opening cross sectional area exceeding 2.2 square metres {Note: span refers to the distance between centre of supports and not the clear distance between supports},
- any retaining wall supporting the highway (including and supporting land which provides support to the highway),

- Any retaining wall supporting land or property alongside the highway.

The term 'highway' shall include footpaths and bridleways.

Yours faithfully

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