

Development Control
Ribbles Valley Borough Council

Phone: 0300 123 6780
Email: highways@lancashire.gov.uk

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Our ref: D3.21.0690
Date: 8th November 2021

App no: 21.0690

Address: Clitheroe Football Club Shawbridge Street Clitheroe

Proposal: Proposed creation of car parking (including lighting) and area of soft landscaping to redundant land behind stands

The application seeks to create a new car park for 58 vehicles on the vacant land to the north east side of the football ground. There is an existing vehicle access on the privately maintained section of cul-de-sac on Bright Street which also provides access for residential properties.

There is an existing car park with an access on Shawbridge Street to the rear of 49-59. The sett-paved back street is adopted highway. This car park is currently used for the parking of managers, coaching staff and match officials' vehicles. This car park will remain in its current use. There is no fan car parking at the Club.

The proposed car park will accommodate players, management, match officials and club media. The car park will be controlled by stewards on match days between 12 noon and 2pm and 6pm – 10.30pm, the gates will be locked during the game to control the flow of vehicles.

The match parking is anticipated to occur 45 times per year/season.

Traffic Impact

Taylor Street has a 20mph speed limit with road humps and heavy on-street parking on both sides. Vehicles need to give and take to pass on Taylor Street and there are some existing parking restrictions around the road junctions for highway safety reasons.

The access road between Bright Street and the car park is privately maintained and without a separate footway. The carriageway is 4.5m wide and allows 2 vehicles to pass side by side subject to no on-street car parking which cannot be guaranteed as there are no existing parking restrictions.

There are concerns about the intensification of use over this private road due to the sub-standard layout and lack of separate footway and no street lighting.

Phil Durnell

Director of Highways and Transport
Lancashire County Council · PO Box 100 · County Hall · Preston · PR1 0LD

The car park has an existing level of usage by trade and maintenance vehicles which appears to be causing no concern.

The justification statement contains details of how the car park will be managed on match days which includes the following:-

Access to the New Car Park area is to be controlled by a padlocked gate. On non-match days, this is opened and closed by volunteer ground staff, typically between 9am and 5pm. This allows a small number of trade vehicles access to the ground during the day.

On match days, the entrance will be manned by stewards from midday to ensure that only players, management, match officials and club media use the facility.

Parking bays will be allocated by stewards and once parked vehicles can not leave the premises until after the match has finished.

When the car park is full or by 2pm at the latest, the gate is locked. It is re-opened at full time and locked when the final car departs. The gate can also be opened between these hours for emergency vehicles if required.

The limited frequency and management of the car park access by stewards is likely to mitigate the impact of the proposal.

Conclusion

There is no objection to the proposal subject to conditions which limit the frequency and management of the usage.

1. The car park shall be used on match days for players, staff, match officials and club media for a maximum of 45 times per year/season and shall be managed by stewards in accordance with the details contained in the justification statement. On all other days access will be limited to trade and ground maintenance vehicles.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
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