

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2022/0148
Our ref D3.2022.0148
Date 11th May 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0148**

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

Proposal: **Change of use and extension of the Black Horse Inn to 6 residential dwellings and associated landscaping and 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 change of use and extension of the Black Horse Inn into 6 residential dwellings at Black Horse Inn, Pimlico Road, Clitheroe.

The LHA are aware of the planning history at the site with it being listed below:

3/2020/0367- Change of use and extension of the Black Horse Inn to residential dwellings and associated landscaping and parking. Refused 28/09/2020.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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Appeal lodged under application reference APP/T2350/W/20/3265544. Case dismissed 19/07/2021.

3/2018/0919- Conversion of former public house to form four apartments and erection of four new-build apartments and associated parking. Refused 15/01/2019.

It is also worth noting the other relevant applications which have been approved and are located adjacent to the site. These will be listed below:

3/2021/0405- Construction of one block of seven apartments and associated parking. Permitted 10/06/2021.

3/2020/0022- Erection of two pairs semi detached houses within the curtilage of The Black Horse Inn, including associated parking & landscaping. Resubmission of planning application 3/2019/0472. Permitted 16/03/2020.

Site Access

The LHA are aware that the site will continue to be accessed off Pimlico Road which is a C classified road subject to a 30mph speed limit.

The site will use an existing private, access track located off the adopted highway which serves the recently approved applications 3/2021/0405 and 3/2020/0022, as well as Public Footpath 3-1-FP28.

With the access already being established and the LHA, under application reference 3/2020/0367 which was refused by the Local Planning Authority, having no objection to the use of the access the LHA have no further comments to make following this resubmission.

The LHA have also reviewed Daniel Wood drawing number 202 titled "Proposed Site Plan" and are aware that the site is proposing to erect a footway on the northern side of the private, access track. The footway will connect from the existing footway on Pimlico Road to the site access which serves the sites car park. The LHA are aware that the footway will be 1m wide.

While this does not comply with the LHAs guidance for a footway which requires a footway to be a minimum of 2m wide, the LHA in this case will accept the shortfall. This is because the LHA are aware that the footway will not be adopted by the LHA with the footway being located on a private, access track. Not only this but should the footway be 2m wide to follow the LHAs guidance, the access track will become too narrow for two-way movements to occur which would be unacceptable given the amount of traffic the previously approved applications as well as this proposal will generate. Therefore, the LHA will accept the shortfall.

Furthermore, the LHA will require a Section 278 agreement to be agreed with the Developer to ensure that the existing redundant car park access, which used to serve the Public House off Pimlico Road, will be reinstated to a kerbed footway construction.

Highway Safety

There have been no Personal Injury Collisions recorded within 200m of the site and therefore the LHA have no pre-existing highway safety concerns.

Internal Layout

The LHA have reviewed Daniel Wood drawing number 202 titled "Proposed Site Plan" and are aware that 9 car parking spaces will be provided for the site. This does not comply with the LHAs parking guidance which requires the site, which will provide 2x 4 bed, 1x 2 bed and 3x 1 bed dwellings, to provide 11 spaces. Therefore, there is a shortfall of 2 spaces.

Despite this the LHA will accept the shortfall, due to the site being located only 1km away from the centre of Clitheroe and there being alternative ways to travel rather than by car such as by bus with there being two bus stops located next to the site access which serves bihourly services to Clitheroe town centre and Sawley. Therefore, the LHA will accept the shortfall.

The LHA will also condition that undercover cycle facilities are provided for the flats and electric vehicle charging points are provided, as a bare minimum, for the 2 proposed dwellings.

The LHA have further reviewed Daniel Wood drawing number 202 titled "Proposed Site Plan" and are aware that a retaining wall will be erected to separate the car parking spaces for the proposal and the car parking spaces which have been approved under 3/2020/0022 which serve the two approved dwellings.

The LHA have no objection to a retaining wall being built to separate the two sites but advise that the wall is no higher than 0.9m so that the wall does not obstruct the car parking spaces vehicular visibility.

Conditions

1. 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.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Daniel Wood drawing number 202 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 (2021).

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements and offsite highway works (footway improvements) shown on Daniel Wood drawing number 202 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 (2021).

4. No building or use hereby permitted shall be occupied or use commenced until the footway has been reinstated to full kerb height, where any vehicle crossover(s) are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

REASON: To maintain the proper construction of the highway and in the interest of pedestrian safety.

5. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Daniel Wood drawing number 202. 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 (2021).

6. Prior to the first occupation each dwelling shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel

7. Prior to development above ground details of all cycle stores (including design, materials and finishes) shall be submitted to and approved in writing by the local planning authority. The approved cycle stores shall be provided and available for use prior to the occupation of the associated plot or in the case of the flats prior to occupation of the first flat. The cycle stores shall be retained at all times thereafter.

REASON: In the interest of providing suitable storage for cycles and sustainable modes of travel.

Informatives

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours faithfully

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