

Ribble Valley Borough Council
Housing & Development Control

Tel
Email

Your ref 3/2022/0279
Our ref [REDACTED]
Date 13th April 2022

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2022/0279**

Address: **Talbot Hotel 5 Talbot Street Chipping PR3 2QE**

Proposal: Partial demolition of a Grade II listed building. Conversion of public house into one new dwelling and one holiday let. Construction of a single storey rear extension. Limited external alterations to Talbot Hotel. Conversion of adjacent barn into three new dwellings with associated works. Formation of parking and manoeuvring areas to rear. Hard and soft landscaping.

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

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed partial demolition of a Grade II listed building. Conversion of public house into one new dwelling and one holiday let. Construction of a single storey rear extension. Limited external alterations to Talbot Hotel. Conversion of adjacent barn into three new dwellings with associated works. Formation of parking and manoeuvring areas to rear. Hard and soft landscaping at Talbot Hotel, 5 Talbot Street, Chipping.

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

3/2012/0963- Refurbishment and extension to existing hotel to create 9no. ensuite bedrooms, function suite, bistro restaurant and bar area with ancillary hotel, kitchen and staff facilities; change of use of the existing barn to form 11no. ensuite bedrooms ancillary to the hotel accommodation; extension and refurbishment of existing car parking facilities to create 46no. parking spaces including the repair and refurbishment of the existing cobbled forecourt (Re-submission of 3/2011/0821P) (Listed Building Consent). Permitted 24/01/2013.

3/2012/0962- Refurbishment and extension to existing hotel to create 9no. ensuite bedrooms, function suite, bistro restaurant and bar area with ancillary hotel, kitchen and staff facilities; change of use of the existing barn to form 11no. ensuite bedrooms ancillary to the hotel accommodation; extension and refurbishment of existing car parking facilities to create 46no. parking spaces including the repair and refurbishment of the existing cobbled forecourt (Re-submission of 3/2011/0822P). Permitted 24/01/2013.

3/2011/0822- Demolition of existing single storey rear extension and removal of render to front elevation, repair and repointing of stonework; refurbishment and extension to existing hotel to create 9no. en-suite bedrooms, function suite, bistro restaurant and bar area with ancillary hotel, kitchen and staff facilities; change of use of the existing barn to form 11no. en-suite bedrooms ancillary to the hotel accommodation; extension and refurbishment of existing car parking facilities to create 50no. ca car parking spaces including the repair and refurbishment of the existing cobbled forecourt. Refused 16/03/2012.

3/2011/0821- Demolition of existing single storey rear extension and removal of render to front elevation, repair and repointing of stonework; refurbishment and extension to existing hotel to create 9no. en-suite bedrooms, function suite, bistro restaurant and bar area with ancillary hotel, kitchen and staff facilities; change of use of the existing barn to form 11no. en-suite bedrooms ancillary to the hotel accommodation; extension and refurbishment of existing car parking facilities to create 50no. ca car parking spaces including the repair and refurbishment of the existing cobbled forecourt. Refused 16/03/2012.

It is worth noting that the site has remained vacant since the public house ceased operation on 2nd January 2005, as stated on the Application Form.

Site Access

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

The LHA have reviewed SPA drawing number 6521- P04 Rev A titled "Site Plan" and are aware that the access will be approximately 4.15m wide at the public highway but will reduce to 3.6m, a total distance of 2.3m from the adopted highway and will be bound on one side by the converted barn.

Usually, for a site which serves 2 or more dwellings, the LHA require the access to be a minimum of 4.25m for the duration of the access's length or for 45m behind the highway boundary, whichever is shorter. This is to enable two-way movements to occur along the access track and at the access.

However, the LHA do acknowledge that the site is unable to provide this minimum width due to the access track being bound on both sides by the former public house and the barn, approximately 8.5m from the public highway where the access width is 3.4m.

Therefore, the LHA will take this into account and instead will request that the access is 4.25m for a distance of 6.5m behind the highway boundary. This way two-way movements can occur at the site access and there is ample space a significant distance away from the public highway for a vehicle entering the site to wait, while another tries to exit the site from the proposed parking area and vice versa.

This amendment should be shown on a revised plan and surfaced adequately.

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 SPA drawing number 6521- P04 Rev A titled "Site Plan" and are aware that the proposed parking arrangements complies with the LHAs parking guidance found in the Joint Lancashire Structure Plan for the scale of development.

However, the LHA will request that 2 car parking spaces provided at the front of the site for the 2-bed holiday let are relocated to the rear of the site, with the rest of the sites parking. This is because the LHA are concerned about vehicles reversing onto a classified road and so would not support the formalisation of parking in this location.

To ensure that there is adequate space at the rear of the site, the LHA suggest that tandem parking of no more than 2 spaces are provided at the site for each dwelling/holiday let. This should be shown on an amended plan.

Conclusion

Should these amendments be shown on a revised plan submitted to the LPA, in consultation with the LHA, the LHA will have no objection to the proposal.

Yours faithfully


Highway Development Control

