

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2022/0632
Our ref D3.2022.0632
Date 29th July 2022

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2022/0632**

Address: **Pendle Mill Pendle Road Clitheroe BB7 1JQ**

Proposal: **Demolition of existing buildings and erection of a care home (Use Class C2) of up to 70 beds. All matters reserved apart from access.**

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 outline application with all matters reserved apart from access for the demolition of existing buildings and the erection of a care home for up to 70 beds at Pendle Mill, Pendle Road, Clitheroe.

The LHA are aware that the site is currently occupied by three individual units, which are listed below. All the rest of the buildings on the site are currently unoccupied.

- Worthington- This is a furniture showroom. Use Class E.

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- RE Dawson- Occupy the mill buildings to the rear of the furniture showroom. The floor space is used for warehousing for a mail order business. Use Class B8
- JPA Sports – School wear mail order business with some ancillary on-site retail. Use Class B8.

Site Access

The LHA are aware that the site currently has two vehicular accesses which are both accessed off Pendle Road, which is a C classified road subject to a 30mph speed limit.

The accesses are used to serve the occupied units, with the furniture showroom company Worthington being accessed from the dropped kerb crossing along Pendle Road, while JPA Sports and RE Dawson are accessed at the western end of the site adjacent to number 21 Pendle Road below the retaining wall fronting the footway and carriageway serving Pendle Road.

Following the proposal, as shown on Sanderson drawing number 300828-001 titled "Proposed Access Arrangement and Visibility Splays," these accesses will be stopped up and a new access will serve the site.

Before reviewing the technical details of the proposed access, the LHA are aware by visiting the site and by reviewing Google Streetview that there is a level difference at the proposed site access between the highway and the internal road network. To ensure that the difference is not greater than 1 in 20 for the first 5m behind the highway boundary, the LHA will require a site section drawing showing the change in levels at the site access is submitted. The LHA also inform the Agent and Applicant that any change to the retaining wall feature located at the back of the existing footway fronting Pendle Road, will need to be conditioned by the LHA. The LHA will require a technical drawing showing the new retaining wall. This is to ensure that any change in the retaining wall feature will not destabilise the adopted highway.

Furthermore, the LHA are aware that the proposed access may conflict with the existing streetlight on Pendle Road. To ensure that the access does not conflict with the streetlight, the LHA require a revised drawing showing the location of the streetlight. The LHA inform the Applicant and Agent that should the access conflict, the Applicant will be liable to relocating the streetlight elsewhere.

In any case, the LHA have reviewed the new access arrangements, as shown on Sanderson drawing number 300828-001 titled "Proposed Access Arrangement and Visibility Splays" and are aware that the access will be 5.5m wide with a 4m junction radii. To support the creation of the access, a tracking drawing has been submitted showing two normal sized vehicles entering and exiting the site simultaneously.

The LHA have reviewed the tracking drawing and are aware that the bodies of the vehicles are quite close together when two-way movements are occurring at the access due to the curve of the internal road. To ensure that no collisions occur at the

access when two-way movements are occurring, the LHA will require the junction radii to be a minimum of 6m. This should be shown on a revised drawing. To further ensure the junction radii is adequate a revised tracking drawing of two vehicles should also be submitted.

Furthermore, to ensure the width of the access is adequate the LHA will require a tracking drawing of a refuse vehicle entering and exiting the site access is submitted. The LHA will require this because the LHA are unable to accept a servicing area for the site to be provided on-street along Pendle Road. This is because, while its likely servicing currently occurs on-street to serve the furniture company, a more formalised area internally is required for the care home. The formalised area can then be used by emergency vehicles and minibuses as well.

The LHA advise that, even though this will be addressed during the reserved matters stage, a turning head will be required internally to ensure that refuse and emergency vehicles can exit the site in a forward gear. The LHA will also require a swept path drawing is submitted during the reserved matters stage showing the usability of the turning head for refuse and emergency vehicles.

Before then and for the LHA to get a better understanding of the type of servicing vehicles which will service the site, details should be submitted as part of this application regarding the expected size of delivery vehicles to the proposed care home. Details should be submitted in a short statement.

The LHA have further reviewed Sanderson drawing number 300828-001 titled "Proposed Access Arrangement and Visibility Splays," and are aware that the site can provide visibility splays of 2.4m x 43m in both directions. The LHA are aware that this complies with the LHAs guidance for a 30mph road.

However, and again this can be addressed during the reserved matters stage, but the LHA advise that the parking space located in the visibility splay to the left of the access is realigned so that it is line with the first 4 spaces. This is because currently should a vehicle be parked in this space it will obstruct the accesses visibility.

It is worth noting that the LHA welcome the proposed tactile paving which will be provided at the site access, as shown on the drawing. However, the LHA will request that tactile paving is provided on the proposed 2m wide footway which will be provided to the right of the access across from number 21 Pendle Road. This is to align with the tactile paving provided on the existing footway adjacent to the dwelling.

The LHA also inform the Agent and Applicant that any existing accesses which will not serve the proposal will need to be stopped up with full height kerbs and any unused dropped kerbs will also need to be reinstated to full height at the expense of the Applicant, following a Section 278 agreement.

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.

Trip Generation

The Applicant has submitted a TRICS assessment, which can be viewed in the Sanderson Transport assessment. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

In the Transport Statement, the Consultant has compared the existing and proposed use at the site. For transparency, the LHA have done the same with the tables replicated below.

It is worth noting that the LHA, alike the Transport Consultant, has categorised the use of the existing site to be all storage even though there is some retail element to the existing use. This is because information has not been submitted splitting the internal floor area of both uses. Therefore, the predicted existing trips to the site will be less than the actual trips generated, given the general rule that a retail use will generate more trips than a storage use.

In any case, the existing predicted trips for the existing site is shown below:

Land Use: Storage (3221sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	0.307	0.140	0.447	0.108	0.313	0.421
Total Trip Generation	9.9	4.5	14.4	3.5	10	13.5

Table 1: Predicted existing trips to the site.

Land Use: Care Home- Specific Condition (70 resides)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 1 resides	0.081	0.017	0.098	0.029	0.069	0.098
Total Trip Generation	5.7	1.2	6.9	2	4.8	6.9

Table 2: Predicted proposed trips to the site.

Alike the Transport Consultant for the proposed use, the LHA have used the category "Care Home- Specific Condition" rather than "Care Home- Elderly Residential" with the former generating more trips.

In any case, as shown in the tables above, it is considered that the proposed use would generate lower levels of traffic than the existing use, with there being 28 expected existing two-way trips during peak hours and 14 for the proposed. This is even though, as explained above, that the existing site is likely to generate more trips

given the retail element to the site. Therefore, as a result, it is considered that the proposed development would not have a severe impact on the operation of the local road network.

Internal Layout

The LHA are aware that the application is an outline application with all matters reserved except access and so the internal layout can be addressed at the reserved matters stage.

However, the LHA will advise the Agent and Applicant what the LHA require for the internal layout to be acceptable, since some internal layout details have been shown on Sanderson drawing number 300828-001 titled "Proposed Access Arrangement and Visibility Splays," such as parking and the internal road network.

In any case, the LHA have reviewed Sanderson drawing number 300828-001 titled "Proposed Access Arrangement and Visibility Splays," and are aware that the site will provide 28 car parking spaces for the site, including two disabled bays and 3 Electric Vehicle charging points.

However, given that 23 staff members will be on site at any one time and 14 spaces are required for the residents, the LHA require 37 spaces to be provided. Therefore, there is a shortfall of 9 spaces.

The LHA are requesting further car parking spaces are provided to ensure that there is adequate parking spaces during shift changes and there is a minimum of one space per member of staff on site at any one time. More capacity is required to ensure that there is adequate number of parking spaces during visiting times for the residents. This is so that inappropriate parking does not occur on the highway.

Furthermore, as discussed in the site access section, the LHA require an internal servicing area to be provided for refuse, service and emergency vehicles. This is because the LHA are unable to accept the proposed servicing area which is located on-street along Pendle Road, as shown on Sanderson drawing number 300828-002 titled "Proposed Servicing Arrangements."

To complement an internal servicing area, which should be shown on a revised plan, a turning head should be provided ensuring that large vehicles can exit the site in a forward gear. The suitability of the turning head and the internal carriageway should be supported by a swept path analysis drawing showing a refuse vehicle entering and exiting the site in a forward gear.

Sustainable Transport

The LHA are aware that the site is well served by public transport such as buses with there being a bus stop on either side of Pendle Road close to the site's frontage. The bus services serve mainly hourly services to the centre of Clitheroe, Blackburn and Burnley. However, the LHA do note that the bus services are limited during evenings and Sundays.

The LHA are also aware that the site is located approximately 500m from the centre Clitheroe where local amenities such as supermarkets, doctor surgeries and shops are found. Visitors and staff members can take advantage of further public transport services which are located at the Clitheroe Bus Interchange and Clitheroe Train Station which serve hourly services to Blackburn and Manchester.

In response to the site being well served by public transport and the site being within walking distance of Clitheroe town centre, the LHA deem the site to be in a sustainable location. To encourage the use of these services and reduce the reliance on the private car, the LHA are aware that the application has provided a Travel Plan provided by Sanderson which the LHA welcome.

The LHA also note to the north of the site that there is a Public Footpath with the path reference 3-1-FP10. The LHA will comment further on the Public Footpath during the re-consultation.

Conclusion

The LHA require further information before the LHA can fully assess the application.

Yours faithfully

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