

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2022/0632  
Our ref D3.2022.0632  
Date 8<sup>th</sup> September 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 a re-consultation which is 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 previously responded to the application on 29th July 2022, requesting further information regarding the site access and internal layout at the site.

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**Phil Durnell**

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Since then, a Technical Note provided by Sanderson and an amended site plan has been submitted following Sanderson drawing number 300828-001 Rev A titled "Proposed Access Arrangement and Visibility Splay." These along with all the other supporting information will be reviewed below.

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.
- 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 Rev A 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. The LHA have reviewed the Muller drawing number (9-) 22 titled "Existing and Proposed Site Section C-C" and are aware that the level difference between the adopted highway and the proposed access will be no greater than 1 in 20, which complies with the LHAs guidance.

However, to erect the access, the retaining wall structure located at the back of the existing footway fronting Pendle Road will need to be altered. The LHA inform the Agent and Applicant that any change to this feature will need a technical drawing to be submitted to ensure that any change will not destabilise the adopted highway. This can be conditioned at a later stage.

In any case, the LHA have reviewed Sanderson drawing number 300828-001 Rev A titled "Proposed Access Arrangement and Visibility Splays," and are aware that the access will be 6m wide with a 4m junction radii. To support the creation of the

access, a revised 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 wheels of the vehicles are extremely close to the back of the footway and the grass verge. To ensure that vehicles do not encroach upon the grass verge or the footway at the access when two-way movements are occurring, the LHA will require the access width and the junction radii to be altered. The LHA also advise that the curve from the access into the car park is less harsh to help with turning movements for all vehicles. These changes should be shown on a revised plan along with a revised tracking drawing.

The LHA also require a swept path analysis drawing of a refuse vehicle entering and exiting the site to be submitted. The LHA will require this because the LHA are unable to accept a servicing area 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 LHA require this because there is no guarantee that servicing vehicles can park adjacent to the servicing area provided on-street given that there is no Traffic Regulation Orders, preventing other vehicles from parking in this area. Therefore, should servicing vehicles not be able to park adjacent to the site, they could stop in the adopted highway impacting upon the traffic flow of Pendle Road.

How the site will be accessed by emergency vehicles should also be taken into consideration when designing the access and the internal layout of the site. This is because emergency vehicles should be able to access and use the car park given the use of the site. Therefore, a designated area which could have a dual use for servicing should be provided.

In connection with the designated area for service and emergency vehicles, a turning area internally should be provided to enable vehicles to exit the site in a forward gear. A swept path analysis drawing showing the refuse vehicle entering and exiting the site should incorporate the turning area into its analysis to ensure that the size of the turning area is adequate for its use. This should be shown on a revised plan submitted to the LHA.

The LHA have further reviewed Sanderson drawing number 300828-001 Rev A 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. While the splays comply with the LHAs guidance, the LHA will require the streetlight to the right of the access to be relocated elsewhere with the streetlight obstructing the splay to the right.

The relocation of the streetlight will be undertaken under a Section 278 agreement which will incorporate all of the other highway works associated with the development including stopping up redundant accesses; tactile paving provided on both footways adjacent to the proposed access and the footway located opposite number 21 Pendle Road.

## **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
<b>Trip rate per 100sqm</b>	0.307	0.140	0.447	0.108	0.313	0.421
<b>Total Trip Generation</b>	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
<b>Trip rate per 1 resides</b>	0.081	0.017	0.098	0.029	0.069	0.098
<b>Total Trip Generation</b>	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 Rev A 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 Rev A 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.

Given that the proposed parking arrangements complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, the LHA accept the number of parking spaces proposed at the site.

However, the LHA will require the internal area of the site, as mentioned in the Site Access section of the report, to incorporate a turning area and a designated area for servicing and for emergency vehicles to use.

The use of these areas should be complimented by a swept path analysis drawing of 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.

To support the use of a more sustainable way to travel, the LHA will request that bus stop improvements such as road markings are provided at the bus stops adjacent to the site. These works will be undertaken under a Section 278 agreement.

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**  
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Highway Development Control  
Highways and Transport  
Lancashire County Council