

Ribble Valley Borough Council
Housing & Development Control

Tel 0300 123 6780
Email developeras@lancashire.gov.uk

Your ref 3/2022/0632
Our ref D3.2022.0632
Date 11th October 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

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 a re-consultation which is an outline application with all matters reserved apart from access for the demolition of the 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 and 8th September 2022 requesting further information regarding the site access and internal layout at the site.

Phil Durnell

Director of highways and Transport
Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD
www.lancashire.gov.uk

Since the 8th September 2022, the Agent provided an amended site layout via Sanderson drawing number 300828-001 Rev A titled "Proposed Access Arrangement and Visibility Splay" and swept path analysis of an Ambulance, 7.5 tonne box van and a large, refuse vehicle. These amended plans and further information, 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 B 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 will be conditioned below.

In any case, the LHA have reviewed Sanderson drawing number 300828-001 Rev B titled "Proposed Access Arrangement and Visibility Splays," and the swept path

analysis drawings of the Ambulance, 7.5 tonne box van and a large, refuse vehicle and are satisfied that the access width and junction radii is suitable for the type of development and vehicles using the access. Therefore, the LHA have no further comments to make regarding the width of the access.

The LHA have further reviewed Sanderson drawing number 300828-001 Rev B 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 visibility 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 visibility splay.

The relocation of the streetlight will be undertaken under a Section 278 agreement, which will also incorporate all of the other highway works associated with the development. This will include:

- The creation of the site access and footways.
- Tactile paving provided on the footways adjacent to the proposed access and the footway opposite number 21 Pendle Road.
- Stopping up all redundant accesses including the access serving the furniture company and the access serving JPA Sports and RE Dawson adjacent to number 21 Pendle Road and erecting full height kerbs in these locations.
- Erecting full height kerbs at the dropped kerb located opposite the existing furniture showroom.
- Bus stop improvements to the bus stops located adjacent to the site on both sides of Pendle Road (Please see the Sustainable Transport section below for more details).

The LHA are aware by reviewing Sanderson drawing number 300828-001 Rev B that a turning area will be provided internally for all service vehicles which the LHA welcome. The LHA have reviewed the swept path analysis drawings of the Ambulance, 7.5 tonne box van and a large, refuse vehicle and are satisfied that the turning area is suitable for these vehicles. The LHA will condition, during the reserved matters stage, that the turning area has hatched road markings to prevent inappropriate parking from occurring in this area.

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 have reviewed Sanderson drawing number 300828-001 Rev B 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.

The LHA also inform the Agent that during the reserved matters stage, that the LHA will request that cycle storage facilities are provided to encourage sustainable travel and that a drawing should be provided to show where the bin collection points will be located internally.

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.

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 approved shall commence until a scheme for the construction of the site access and the off-site works (*Tactile paving provided on the footways adjacent to the proposed access and the footway opposite number 21 Pendle Road; Stopping up all redundant accesses including the access serving the furniture company and the access serving JPA Sports and RE Dawson adjacent to number 21 Pendle Road and erecting full height kerbs in these locations; Erecting full height kerbs at the dropped kerb located opposite the existing furniture showroom; Bus stop improvements to the bus stops located adjacent to the site on both sides of Pendle Road*) of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

3. No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this measure where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

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. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Sanderson drawing number 300828-001 Rev B 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).

6. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 43 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.9 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

7. The surface water from the approved car park should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

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.

Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system.

Yours faithfully

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