

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0153
Our ref: D3.2023.0153
Date: 31st March 2023

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2023/0153**

Address: **Old Row Whalley Road Barrow BB7 9AZ**

Proposal: **Proposed erection of a 66 bed care home (use class C2) for elderly people with associated parking, access, landscaping and associated ground works, alongside the erection of 3 dwellings following the demolition of nos. 23-25 Old Row.**

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 erection of a 66-bed care home (use class C2) for elderly people with associated parking, access, landscaping and associated ground works, alongside the erection of 3 dwellings following the demolition of numbers 23-25 Old Row, Whalley Road, Barrow.

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



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

3/2020/0650- Demolition of 23 to 25 Old Row to facilitate the removal of Japanese knotweed growing immediately behind the buildings. Permitted 16/11/2020.

3/2018/1149- Reserved matters application for planning consent 3/2016/0146 (outline application with all matters reserved for residential development of 23 dwellings, following the demolition of Nos. 23-25 Old Row and with indicative details submitted for access, parking and associated landscaping). Permitted 15/03/2021.

3/2016/0146- Outline application with all matters reserved for residential development of 23 dwellings, following the demolition of Nos.23 25 Old Row and with indicative details submitted for access, parking and associated landscaping. Permitted 03/01/2017.

3/2014/0846- Outline planning application with all matters reserved for the erection of 167 residential dwellings with access and associated landscaping following demolition of no 23 and 25 Old Row. Refused 23/12/2014.

APP/T2350/W/15/3130859- Appeal lodged following refused application 3/2014/0846. Appeal dismissed 12/10/2016.

3/2012/0623- Outline application with all matters reserved for residential development of 23 dwellings, with access, parking and associated landscaping following demolition of nos. 23 and 25 Old Row. Permitted 27/02/2013.

The LHA are also aware of another application which is located to the rear of the site:

3/2022/0781- Outline application for the development of land north of Ribble Valley Enterprise Park to provide up to 23,959 sq m of new commercial/employment floorspace. Requesting consideration of access with all other matters reserved. Ongoing.

Site Access

The LHA are aware that the proposed care home will utilise an existing access located off Whalley Road which is a C classified road subject to a 30mph speed limit.

The LHA have reviewed LNT Construction drawing number BB7 9AZ-A-03.1.B titled "66 Bed 2-Storey Care Home Site Plan (Large)- Rev B" and are aware that the existing access will be improved as part of the application.

The LHA have reviewed the site access and require a swept path drawing of a large, refuse vehicle entering and exiting the site in a forward gear to ensure that the access width and kerb radii are adequate to cater for large vehicles serving the development. The swept path drawing should also show the large refuse vehicle using the internal carriageway as well as the provided turning area which is located internally.

The LHA are also aware that 2m wide footways will be provided on both sides of the site access, which complies with the LHAs guidance. The LHA will further discuss the footways located internally, during the Internal Layout section of this report.

The LHA have further reviewed LNT Construction drawing number BB7 9AZ-A-03.1.B and are aware that the access can provide visibility splays of 2.4m x 45m in both directions. However, given the scale of development, the LHA will request that a traffic survey is conducted within the vicinity of the site access. This is to provide the LHA with details regarding the 85th percentile speeds within the vicinity of the site which should support any subsequent visibility splay drawing and the survey will provide the LHA with details regarding the quantity of traffic that passes the site.

Trip Generation

Given the scale of development, the LHA request that a TRICs assessment is undertaken demonstrating the approximate level of trips the proposed development as a whole could generate.

Internal Layout

The LHA have studied LNT Construction drawing number BB7 9AZ-A-03.1.B titled "66 Bed 2-Storey Care Home Site Plan (Large)- Rev B," which details the site layout and require a few amendments to be made before the internal layout is at an acceptable standard. This is because of the following, which will be discussed below:

Internal Carriageway and Footway

The LHA have reviewed LNT Construction drawing number BB7 9AZ-A-03.1.B and are aware that the internal carriageway is a minimum of 5.5m wide. To ensure that the width of the internal carriageway and the provided turning area is adequate for large refuse vehicles, a swept path drawing is required as stated in the Site Access section.

The LHA are aware that the internal carriageway will provide 2m wide footways on either side, up until the footway which serves the existing Play Area. At this point the footway serving the Play Area will terminate shortly after.

The LHA welcome the introduction of footways throughout the site but will request that the footway which terminates at the Play Area is extended for the full duration of the site. This is because the extended footway, can be used to serve Public Footpath FP0347001 which is currently located at the northern boundary of the site.

The LHA request that a Public Right of Way Division Order under the provisions of the Town and Country Planning Act 1990 Section 257, is proposed. This will relocate the Public Footpath from the northern boundary to the southern boundary of the site.

The LHA require that the diversion starts in between car parking spaces 15 and 16, as shown on LNT Construction drawing number BB7 9AZ-A-03.1.B, and is diverted for the full length of the site until it reaches the proposed commercial development. The proposed commercial development, which has been proposed under application reference 3/2022/0781 and is an outline application for 23,959 sqm of new commercial/employment



floorspace, is located to the rear of the proposed care home. As part of the application for the commercial use, the developer has proposed that the same Public Footpath, FP0347001, is diverted to the southern boundary of their site. This is because Public Footpath, FP0347001 currently passes through the centre of the site.

The LHA, under application reference 3/2022/0781, have supported the proposed diversion of the Public Footpath on their land. Therefore, for symmetry and to keep pedestrians on the same desire line, with the Public Footpath creating a link to Barrow Enterprise Park where key local amenities and residential areas are found, the LHA request that the footpath located at the northern boundary of the proposed care home is diverted to the southern boundary of the site.

The LHA require for the Public Footpath to be diverted, an internal pedestrian link to be created in between car parking spaces 15 and 16, as mentioned above, where the diversion of the Public Footpath should start. The LHA require a pedestrian link to be created because the link will provide access to Barrow Primary School, as well as it creating a link to the proposed pedestrian facilities serving the care home and in turn a segregated route to the southern boundary of the site, where the diverted Public Footpath will be located.

The internal pedestrian link in between car parking spaces 15 and 16 and the diverted footpath should be a minimum of 2m wide with a 1m wide verge on both sides. The route will need to be paved, drained and lit to an adoptable standard.

The LHA have further reviewed the footway adjacent to the bin store, as shown on the drawing, and require tactile paving to be provided when the footway terminates adjacent to the internal road serving the car park and on the footway opposite. This location can then be used as an informal pedestrian crossing point to the main entrance of the care home.

Existing car parking area to the rear of Old Row

The LHA have reviewed LNT Construction drawing number BB7 9AZ-A-03.1.B and are aware that there is an existing car parking area which is located to the rear of the dwellings along Old Row. The existing car parking area will be accessed via the proposed internal carriageway which serves the care home and the 3 dwellings.

The LHA are aware that the proposed access to the existing car parking area will be 4.8m wide.

However, before the LHA can comment on the access width to the existing car parking area, the LHA require further information as to the users of the site. This is because the car parking area is located at the rear of the public house called Bay Horse. Therefore, the LHA are unsure as to whether the area is used as a car parking and servicing area for the public house.

Should the existing car park be used by the public house for deliveries, a swept path of a large delivery vehicle using the proposed internal access should also be submitted to support the access width.

Parking for the care home

The LHA have reviewed LNT Construction drawing number BB7 9AZ-A-03.1.B and are aware that 25 car parking spaces will be provided for the proposed care home with 3 of these spaces being designated accessible and a further 6 spaces providing electric vehicle charging points. This complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA are also aware that the site will provide sheltered motorcycle spaces which will be located adjacent to the bin store and cycle storage facilities located adjacent to the main entrance. The LHA welcome these additions to the site.

Servicing area for the care home

The LHA have further reviewed the drawing and are aware that the site will provide a servicing area for the proposed care home which will be used as a dual space for emergency vehicles, taxis and delivery vehicles.

However, to ensure that the servicing area is adequate, a swept path of a delivery vehicle servicing the site and using the space should be submitted, along with the likely dimensions of the vehicle.

Parking for the 3 residential dwellings

The LHA have reviewed LNT Construction drawing number BB7 9AZ-A-03.1.B and are aware that the 2x 3 bed dwellings and 1x 2 bed dwelling will not provide any off-street car parking spaces. This does not comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, which requires the site to provide 2 car parking spaces per dwelling.

The LHA will require that this quantity of parking is adhered to, with the LHA unable to accept any on-street parking in this location given the close proximity the dwellings are to the access to the care home. Therefore, the LHA require on a revised plan a parking area for each dwelling.

Sustainable Transport

The LHA are aware that the Transport Consultant has provided a Travel Plan which the LHA welcome. To make the site more sustainable, provide better travel alternatives than the private car when visiting the site for visitors and employees and to reach the goals outlined in the Travel Plan, the LHA require further improvements to be made to the existing infrastructure which will be outlined below.

The LHA are aware that the closest bus stops are located along Whalley Road, approximately 27m and 117m, respectively, away from the proposed access. The bus stops provide services to the following locations:

- M2: Burnley- Clitheroe. Services regular, every 30 minutes.
- 22: Clitheroe- Shadsworth. Services regular, every 30 minutes.



- 280- Preston- Skipton. Services hourly and subsidised by Lancashire County Council.

The LHA have reviewed both of the bus stops closest to the site access and are aware that they comply with the LHAs bus specification. Therefore, the LHA do not require any bus stop improvements to be made to serve the site.

However, to promote employees and visitors to cycle to the site along Whalley Road, the LHA will request that cycle improvements are made. The LHA will request that under a Section 278 agreement, which will also be used to improve the site access, that a shared footway should be created between Elbow Wood Drive and Barrow Primary School.

The shared footway which will be used by pedestrians and cyclists, will need to be 3m wide. This will mean that the footway may encroach upon the carriageway along Whalley Road, but the footway located on the other side of the carriageway will be removed to provide the additional width.

The LHA require a shared footway to be created in this location to connect to the already established shared footway located between Elbow Wood Drive and Clitheroe Golf Club. The existing shared footway provides a segregated cycle route from vehicular traffic using Whalley Road. Therefore, given that the site will employ local people, the LHA require that the shared footway is extended to promote cycling which will benefit the transport sustainability of the site and the goals outlined in the Travel Plan.

The LHA will also request, as outlined in the Internal Layout section of this report, that Public Footpath FP0347001 is diverted from the northern to the southern boundary of the site, allowing an easy connection to the already proposed diversion of the footpath following application reference 3/2022/0781.

To create the connection to the southern boundary of the site, an internal pedestrian link is required between car parking spaces 15 and 16, as shown on LNT Construction drawing number BB7 9AZ-A-03.1.B. This link will provide access to Barrow Primary School which is served by Public Footpath FP0347001, at the northern boundary of the site. The internal pedestrian link will also provide access to the southern boundary of the site via the proposed pedestrian facilities serving the care home.

Therefore, the LHA request that a Public Right of Way Division Order under the provisions of the Town and Country Planning Act 1990 Section 257, is proposed.

The diverted Public Footpath and the internal pedestrian link should then be a minimum of 2m wide with a 1m wide verge on both sides. The route will need to be paved, drained and lit to an adoptable standard.

Off-Site Highway Works

As mentioned in the Sustainable Transport section of this report, the LHA will request that under a Section 278 agreement a shared footway is provided between Elbow Wood Drive and Barrow Primary School. The shared footway will be used by pedestrians and cyclists and will be a minimum of 3m wide.



The proposed shared footway will connect to the existing shared footway located between Elbow Wood Drive and Clitheroe Golf Club, which is an established cycle route. Therefore, the extension to the established segregated cycle route to the Primary School which connects to Public Footpath FP0347001 and in turn the site via the requested internal pedestrian link, will enable cyclists safe passage to the site which in itself should promote more cycle trips to the site for employees and visitors who live in the local area.

The extension to the shared footway will also have other local benefits and could enable more children to cycle to Barrow Primary School, along with other leisure activities.

Conclusion

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

Yours faithfully

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Highways and Transport
Lancashire County Council

