

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0153
Our ref: D3.2023.0153
Date: 9th May 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

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 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.

The LHA previously responded to the application on 31st March 2023 requesting further information. Since then, the Agent has provided the LHA with information in the guise of

Lancashire County Council

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



an email sent to the LHA dated 25th April 2023 and have provided the LHA with an amended drawing, LNT Construction drawing number BB7- 9AZ-A-09 titled "66 Bed 2-Storey Care Home and 3. No 2 Storey Houses- Vehicle Tracking- A.09." These will all be reviewed below.

Before then, it is worth noting that 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-09 titled "66 Bed 2-Storey Care Home and 3. No 2 Storey Houses- Vehicle Tracking- A.09" and are aware that the existing access will be improved as part of the application. These works will include providing a kerb radius at the site access which will be subject to a Section 278 agreement. This agreement will also cover the demolition of numbers 23-25 Old Row which abuts the footway along Whalley Road.



The LHA have reviewed the proposed access, as seen on LNT Construction drawing number BB7- 9AZ-A-09 and are satisfied that the access width complies with the LHAs guidance for the mixed-use site. The LHA are also aware that the site access can provide visibility splays of 2.4m x 45m in both directions. This complies with the LHAs guidance for a 30mph road and are aware that these visibility splays were approved following outline application 3/2016/0146 to serve the proposed residential development. Therefore, the LHA have no further comments to make regarding the dimensions of the visibility splays.

The LHA will request as part of the Section 278 agreement that a kerb build out is provided adjacent to number 1 Cockerill Terrace and then a dropped crossing is provided directly across the adopted carriageway. The LHA request this to enhance pedestrian connectivity to and from the bus stop which is located approximately 117m away from the site access. The bus stop provides regular services to Clitheroe, as well as providing a route from Whalley, Blackburn and Preston, to the site. Therefore, to enhance pedestrian connectivity to and from the bus stop for employees which will enable the kerb build out to act as an uncontrolled pedestrian crossing along Whalley Road, the LHA will request this as part of any off-site highway works.

Trip Generation

The LHA are aware that the Agent has provided a TRICS assessment to assess the expected number of trips the care home will generate during peak hours. The LHA have validated the Agents assessment and while the results are slightly different, as shown in the table below, the difference in the expected trip rates are unlikely to have a material impact on the adopted highway.

Land Use: Care Home	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate per Resident	0.079	0.055	0.134	0.046	0.072	0.118
Total Trip Generation for 66 residents	5	4	9	3	5	8

Table 1: LHAs TRICS assessment- expected number of trips the proposed care home will generate.

The LHA have found that the proposed care home is likely to generate 9 two-way vehicle movements during the AM and 8 two-way vehicle movements during the PM peak. As a result, the proposal is unlikely to have a major material impact on the operation of the adopted highway during peak times and so the LHA have no concerns regarding highway capacity following the proposal.

Internal Layout

The LHA have studied LNT Construction drawing number BB7- 9AZ-A-09 titled "66 Bed 2-Storey Care Home and 3. No 2 Storey Houses- Vehicle Tracking- A.09," which details



the site layout and are satisfied that 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 studied LNT Construction drawing number BB7- 9AZ-A-09 and are satisfied that the internal carriageway and the provided turning area will be suitable for a large refuse vehicle to use and exit the site in a forward gear, following the swept path drawing. Therefore, the LHA have no comments to make regarding the internal carriageway width.

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 these footways and while the LHA did request that the footway which terminates at the Play Area is extended to serve a potentially diverted Public Footpath, FP0347001 which the LHA previously requested, the LHA accept the justification from the Agent for opposing this request.

Existing car parking area to the rear of Old Row

The LHA have reviewed LNT Construction drawing number BB7- 9AZ-A-09 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 and will have a 4.8m wide access. The LHA have no comments to make regarding the access width, since servicing for the Public House along Old Row does not occur in this area.

Parking for the care home

The LHA have reviewed LNT Construction drawing number BB7- 9AZ-A-09 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.

Parking for the 3 residential dwellings

The LHA have reviewed LNT Construction drawing number BB7- 9AZ-A-09 and are aware that one car parking space will be provided for the 2-bed dwelling, while two car parking spaces will be provided for the 3 bed dwellings. While these parking arrangements do not comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, which requires each dwelling to provide 2 car parking spaces, the LHA will accept the shortfall. This is because the shortfall is minimal, with there being a shortfall of one space



and the dwelling with only one space is likely to use the existing car parking area located to the rear of the Plots should it be required.

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 the use of the bus stop located 117m away from the site access and provide better pedestrian connectivity to and from the bus stop to the site, the LHA will request that a kerb build out is provided. This should be located adjacent to number 1 Cockerill Terrace and then a dropped crossing is provided directly across the adopted carriageway. The LHA are requesting this because it will enable the kerb build out to act as an uncontrolled pedestrian crossing for employees and the community, allowing easier pedestrian passage across Whalley Road in this location. These works will be undertaken under a Section 278 agreement.

The LHA are also aware that the LHA in the previous comments requested that a shared cycleway is provided from Elbow Wood Drive to Barrow Primary School. The LHA withdraw this request because after further investigation it is unlikely to be achievable, even if the Applicant agreed to the works.

Conclusion

The LHA have no objection to the proposal subject to the following conditions which will be highlighted below.

The LHA will also request that the following off-site highway works are included in any subsequent Section 278 agreement, which is required following the improvements to the access and demolition of 23-25 Old Row:

- A kerb buildout provided adjacent to number 1 Cockerill Terrace and then a dropped crossing is provided directly across the adopted carriageway.



Conditions

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk



- All references to public highway include footway, carriageway and verge.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on LNT Construction drawing number BB7- 9AZ-A-09 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).

3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation which shall include and not be limited to:

- A kerb buildout provided adjacent to number 1 Cockerill Terrace and then a dropped crossing is provided directly across the adopted carriageway.

Details of these works needs to submitted, and approved by, the Local Planning Authority in consultation with the Highway Authority. The works can be completed prior to first occupation of the site.

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.

4. No part of the development hereby approved shall be occupied or opened for trading until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

5. No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the Local Planning Authority.

REASON: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with LNT Construction drawing number BB7- 9AZ-A-09. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

7. No building or use hereby permitted shall be occupied or the use commenced until the motorcycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of motorcycles only at all times.

REASON: To ensure the provision and availability of adequate motorcycle parking and to allow for the effective use of the parking areas.

8. No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

9. Prior to the first occupation each dwelling shall have an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel.

10. No building or use hereby permitted shall be occupied or the use commenced until a cycle storage plan for the residential units has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

REASON: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informatives

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278 and Section 38), 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 developer@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.

Yours faithfully

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

