

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2023/0488
Our ref: D3.2023.0488
Date: 23rd August 2023

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2023/0488**

Address: **The Old Printworks 4a and 6a Back York Street Clitheroe BB7 1LT**

Proposal: **Change of use to three dwellings including demolition and rebuild of brick extension to create three storeys.**

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 proposed change of use of a former industrial building to form three dwellings including the demolition and rebuild of brick extension at The Old Printworks, 4a and 6a Back York Street, Clitheroe.



Site Access/ Internal Layout

The LHA are aware that the site will continue to be accessed off Back York Street which is an unclassified road subject to a 20mph speed limit. Back York Street currently serves the site, a few residential dwellings and a car park which is owned by The Grand and connects to York Street, which is a one-way, B classified road subject to a 20mph speed limit.

The LHA have reviewed the supporting documents and are aware that no car parking spaces will be provided for the 3 x 2 bed apartments. This does not comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, which requires the site to provide a minimum of 2 car parking spaces per apartment.

Despite this, the LHA will accept the shortfall in parking at the site. This is because the site is located in a sustainable location in the centre of Clitheroe. Occupants at the site can use the extensive public transport services with the towns bus station and train station located within walking distance of the site and them serving a range of destinations. The site is also within walking distance of the town centre where key local amenities such as shops and schools are located.

The lack of parking facilities should deter prospective tenants and favour those without access to a private vehicle, but should they have access to one there are public car parks within walking distance of the site and there are traffic regulation orders within the vicinity of the site to prevent any inappropriate parking.

However, the LHA have reviewed the drawing titled "Proposed Floor Plans" and are aware that an internal, shared cycle store will be provided for the apartment block which the LHA welcome but there is only space for 2 bikes. Therefore, the LHA require that a minimum of 3 cycle spaces are provided in the internal store.

Construction Phase

While the LHA have no objection to the principle of the development, the LHA are concerned about the construction phase should the application be approved. This is because as part of the works, Back York Street will need to be closed for the majority of the construction phase due to the footprint of the existing and proposed building fronting the adopted highway. To complicate matters, the adopted highway is single tracked in nature and so a full road closure is likely to be requested. As a result, the LHA require the Developer to contact the LHAs Streetworks team at lhsstreetworks@lancashire.gov.uk and submit a Traffic Management Plan as part of the planning process.

Furthermore, to further complicate matters, Back York Street serves the Grand Car Park. Unfortunately, with the adopted highway needing to be temporarily closed during the construction phase, due to work occurring on the highway, this will mean that staff members of the Grand will not be able to use the existing access to the car park with it being included in the road closure and so the car park is likely to be closed.

Despite this, the LHA have assessed the car park and are aware that the access could be relocated temporarily by removing the bollards located at the two car parking spaces



which front Back York Street. These car parking spaces will be out of use temporarily but access to the car park can be achieved during the construction phase.

However, this temporary relocation of the car parks access, depends on an agreement being reached between the Developer and the owner of the Grand. Therefore, the LHA request that an agreement is reached during the planning stage with both parties, which should be instigated by the Developer and once an agreement is reached is sent to the Local Planning Authority (LPA) to support the application. The LHA advise that the Developer should be liable to the full cost of the relocation of the access and the reinstatement following the completion of the Developers site.

The LHA are also requesting that a Construction and Demolition Management Plan is submitted, given the complexity of the concerns raised.

Conclusion

The LHA require further information before the LHA can fully assess the application with the LHA currently having concerns regarding the construction phase of the development, should the application be approved.

Yours faithfully

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

