

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0827
Our ref: D3.2023.0827
Date: 22nd December 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0827**

Address: **Rossendale House York Street Clitheroe BB7 2DL**

Proposal: **Proposed change of use from nursery to eight flats (C3) comprising three two-bedroom units and five one-bedroom units.**

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) have been consulted on an application for the proposed change of use from a nursery to eight flats at Rossendale House, York Street, Clitheroe.

There has been some planning history associated with the site, with it being listed below:

3/2023/0547- Permission in principle application for change of use of children's nursery to self-contained flats. (4-9 residential units). Permitted 16/08/2023.



Site Access/ Internal Layout

The site will continue to be accessed off York Street which is a B classified road subject to a 20mph speed limit. Currently, the site has one access which provides 3 car parking spaces, as stated within the Application Form. Two of these spaces are likely provided within the Undercroft.

Following the proposal, as shown on ALH drawing number 09 titled "Proposed Site Plan," the site will continue to use the existing access and a further two accesses will be created, all serving two car parking spaces each.

However, the LHA are unable to support the creation of two new accesses within this location. This is because the two parking areas will not provide any internal turning areas to enable a vehicle to exit the site in a forward gear. The LHA require a parking area located off a classified road to provide an internal turning area due to the expected high traffic flows and given the central location of the site, high pedestrian movements. The accesses are also too close together and too close to already established site accesses. Therefore, the LHA require the new parking areas to be omitted from the scheme.

Before the LHA can support the use of the existing access to serve the site, the LHA require a swept path drawing showing that vehicles using the two car parking spaces can turn internally and exit the site in a forward gear. The LHA require this because the existing parking arrangements have changed following the proposal with the Undercroft being converted into residential accommodation for Unit 1. Therefore, the LHA are concerned that the area lacks the adequate space to enable vehicles to turn and exit the site in a forward gear.

The LHA advise that the two car parking spaces are omitted from the scheme in any case and that the area is used for servicing vehicles only. This is to prevent any internal disputes between the occupants of the site and to prevent vehicles from using the access in the hope that a car parking space is free which could lead to vehicles having to reverse onto the adopted highway.

To ensure that the area is suitable for servicing vehicles, a swept path drawing is required showing that a servicing vehicle can turn internally and exit the site in a forward gear. Should the swept path show that there isn't adequate space to undertake this movement, the LHA will request that the Undercroft remains as existing to aid these movements.

The LHA are aware that we are requesting that the site does not provide any car parking facilities for the future occupants of the site. But the LHA are happy to accept any shortfall in parking. This is because the site is in a sustainable location in the centre of Clitheroe, where public transport services are provided with the bus station and railway station being located a short walking distance away. 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. There are also Traffic Regulation Orders (TRO) within the vicinity of the site with some of these TROs including resident only parking.

Before concluding it is worth noting that the existing use, which was a nursery, was likely to have a greater demand on parking than the proposed use. While the LHA are unsure on the numbers of staff members employed at the site and the number of children who went to the nursery, for the site to comply with the LHAs parking guidance the LHA would have required 1 space per 10 children and 1.5 spaces per 2 staff members. Therefore, the LHA are happy to accept the site not providing any car parking facilities following the amendments to the plans.

TRO located along the site frontage

The LHA will request that the TRO located along the site frontage is amended to prevent any waiting at any time. This is to prevent any inappropriate parking in this location when the operation of the TRO ends, with it operating between 8am-6pm Monday to Saturday. The LHA require this area to remain free of parked vehicles at all times given that York Street is a bus route and so are concerned that parked vehicles on both sides of the adopted highway may prevent larger vehicles from using the one-way system in this location.

Bin Collection Point

The LHA require a shared bin storage and collection point to be located in close proximity to the adopted highway. The LHA suggest that the area located in between the pedestrian access to the building and the existing access is used as the shared bin designated area. This is because it will be easier for refuse operatives to access the bins during collection day and occupants will not need to move them. Therefore, an amended plan is required showing where this will be located.

Conclusion

The LHA require the following, before the LHA can have no objection to the proposal:

- An amended plan showing that the two new parking areas are omitted from the scheme.
- A swept path drawing showing that a servicing vehicle can enter and exit the existing access in a forward gear.
- Location of a bin storage and collection point.

Should this information be acceptable, as part of the proposal, the LHA will request that the existing TRO along the site frontage is altered to prevent waiting at all times. This will be pursued following a separate consultation and will be at the cost of the Applicant.

Yours faithfully

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