

Ribble Valley Borough Council
Housing & Development Control

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

Your ref: 3/2023/0827
Our ref: D3.2023.0827
Date: 20th February 2024

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

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

The LHA previously responded to the application on 6th February 2024 requesting further information regarding the access arrangements at the site. Since then, the following drawings have been submitted:

- ALH drawing number 09B titled "Proposed Site Plan."



Site Access

The site is located off York Street which is a B classified road subject to a 20mph speed limit.

The LHA have reviewed ALH drawing number 09B titled "Proposed Site Plan," and welcome the removal of the proposed accesses and parking areas from the proposal. This includes the existing access which will be stopped up by a boundary wall and a pedestrian gate which will provide access to Unit 1 and the provided cycle facility for the proposal.

The LHA welcome the provision of a pedestrian gate and the cycle facility but will condition that the pedestrian access is a minimum of 3m wide and that the cycle storage facility is relocated further away from the pedestrian gate. This is because the LHA are concerned that the gate may be unusable given the proximity of the cycle storage facility.

Given that the access will be stopped up, as of a section 278 agreement the LHA will request that the dropped crossing at the existing access is replaced by full height kerbs to Lancashire County Council's specification. The LHA will also pursue as part of the agreement, an alteration to the existing Traffic Regulation Order along the site frontage. The LHA will request that the TRO 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.

Parking Arrangements

The LHA, as already stated within the previous highway comments, will accept any shortfall in parking at the site. This is because the site is located in a sustainable location in close proximity to public transport services and within walking distance of the town centre where key local amenities are found. The LHA also note that the existing use would have generated more demand for parking than the proposed use. Therefore, given these factors it would be unreasonable to request that parking facilities are provided, and the site complies with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan.

Conclusion

The LHA have no objection to the proposal with the LHA being able to accept any shortfall in parking given the sites existing use and the site being located in a sustainable location in the centre of Clitheroe.

The LHA will request as part of a Section 278 agreement 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. The LHA will also request as part of the agreement that the existing dropped crossing is removed and replaced with full height kerbs following the access becoming redundant and the access is reduced to 3m wide to serve the pedestrian and cycle access.



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, 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 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 site access and off-site works of highway mitigation, which includes the proposed alteration of the existing Traffic Regulation Order along the site frontage and reinstatement of full height kerbs at the redundant site access 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 building or use hereby permitted shall be occupied or use commenced until the footway has been reinstated to full kerb height, where any vehicle crossovers 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.

4. The proposed pedestrian/cycle access at the site shall be constructed to a minimum width of 3m.

REASON: To enable pedestrians and cyclists to enter and leave the premises in a safe manner.

5. No building or use hereby permitted shall be occupied or the use commenced until a shared cycle storage plan providing 8 cycle stands 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), 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.

Yours faithfully

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

