

Ribble Valley Borough Council
Housing & Development Control

Phone:
Email:

Your ref: 3/2023/0827
Our ref: D3.2023.0827
Date: 6th 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

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 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 on 22nd December 2023 requesting further information regarding the parking and access arrangements at the site. Since then, the following drawings have been submitted:

- ALH drawing number 0A9 titled "Proposed Site Plan."



- ANWI drawing number 488-23-1 titled "Swept Paths Delivery Van."

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 09A titled "Proposed Site Plan," and welcome the removal of the proposed accesses and parking areas from the proposal. The site is instead aiming to use the existing access and hardstanding area, located adjacent to Flat 1 as a servicing area, which has been recommended by the LHA in the previous comments.

However, this recommendation was subject to a swept path drawing showing that the access and the hardstanding area was suitable and had the required space to ensure that all servicing vehicles can enter and exit the site in a forward gear.

To ensure that this is the case, the Agent has submitted ANWI drawing number 488-23-1 titled "Swept Paths Delivery Van" which shows a 5.8885m long 4.6tonne Light Van entering and exiting the area.

Unfortunately, the LHA are unable to accept the swept path drawing because firstly the vehicle which is tracked needs to be 7m long rather than 5.8885m. A 7m long delivery vehicle is likely to be the maximum size of a supermarket delivery van and so any swept path drawing needs to match this.

And secondly, even if the LHA accepted the size of the tracked servicing vehicle, improvements to the access and amendments to the wall which is located at the access and leads to the rear of the site needs to be made. This is because when the 5.8885m long vehicle is entering and exiting the site, the swept path shows that the vehicle will conflict with the wall and the existing streetlight adjacent to the access along York Street. And also, when the vehicle is turning around in the hardstanding area, the vehicle again conflicts with the wall. This shows that without any amendments to the access or wall internally, the area is unsuitable for these movements.

As a result, the Applicant has two options. Either to extend the access and make the adequate amendments to the wall to ensure that no conflicts occur when a 7m long servicing vehicle is using the area. Or to make the access redundant for vehicles by stopping it up and using the hardstanding area to the rear of the site as a secure cycle storage facility. While servicing vehicles will service the site on-street. Either option should be shown on a revised plan.

Parking Arrangements

The LHA are aware 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. Unfortunately, due to the demand for on-street parking in the area, Lancashire County Council do not accept any further applications for a resident permit in this location.

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 do not have the information regarding the number of employees at the site or 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 have reviewed ALH drawing number 09A titled "Proposed Site Plan," and welcome the provision of a bin collection point located at the front of the site, adjacent to the adopted highway.

Conclusion

The Applicant has two options regarding what to do with the existing access along York Street. Either:

- Widen the access and make amendments to the retaining wall to ensure that a 7m long delivery vehicle can enter and exit the site in a forward gear. An amended swept path drawing will also need to be provided to ensure that the area is safe and suitable for such movements. Or
- Make the existing access redundant, by stopping it up and creating a cycle storage facility on the hardstanding area adjacent to Flat 1.

Either option needs to be shown on a revised drawing.

Should a revised plan 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

