

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/1011
Our ref: D3.2023.1011
Date: 4th March 2024

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2023/1011**

Address: **Flat above 41-43 Wellgate Clitheroe BB7 1LU**

Proposal: **Change of use of upper floors (use class E) to C3 (dwellings) and construction of additional storey to rear at second floor level to form five self-contained flats.**

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 consulted on an application for the change of use of upper floors (Use Class E) to five self-contained flats at the flat above 41-43 Wellgate, Clitheroe.

Site Access/ Internal Layout

The site is located off Wellgate which is a one-way, C classified road subject to a 20mph speed limit.



The site will not provide any off-street car parking facilities for the existing ground floor Class E use as well as the proposed one bedroom flats. The proposal, as a result, does not comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, which requires the site to provide 5 car parking spaces for the 5x one bed flats. While the existing Class E use is expected to provide 1 car parking space per 8 square metres.

Despite this, the LHA will accept the shortfall in parking. This is because the site is located 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 limited waiting bays along the east side of Wellgate. These limited waiting bays are in operation Monday-Saturday 9am-7pm. On the west side of Wellgate, there is another TRO which prevents vehicles from waiting on the adopted highway at any time. These TROs should prevent future occupants parking inappropriately on the adopted highway.

Given the existing measures in place to prevent inappropriately parking and the site being located in a sustainable location, the LHA have no objection to the proposal. The LHA will request that a shared cycle storage facility for the occupants of the site is provided. Each flat should have access to a minimum of one cycle space.

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, wheel cleansing facilities, 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 reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. 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.



Yours faithfully

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

