

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2024/0327
Our ref: D3.2024.0327
Date: 19th June 2024

FAO Kathryn Hughes

Dear Sir/Madam

Application no: **3/2024/0327**

Address: **Pendle Mill Pendle Road Clitheroe BB7 1JQ**

Proposal: **Outline application for demolition of existing buildings and erection of a care home (Use Class C2) with access, appearance, layout and scale applied for.**

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 outline application (access, appearance, layout and scale applied for), for the demolition of existing buildings and erection of a care home (Use Class C2) at Pendle Mill, Pendle Road, Clitheroe.

The LHA note the most recent planning history associated with the site and the planning applications are listed below:

3/2023/0378- Reserved matters application relating to appearance/landscaping/layout/scale following outline planning permission 3/2022/0632. Permitted 27/02/2024.



3/2022/0632- Demolition of existing buildings and erection of a care home (Use Class C2) of up to 70 beds. All matters reserved apart from access. Permitted 17/02/2023.

It is also worth noting that the site is currently occupied by three individual units. These units consist of the following business and use classes:

- Worthington- This is a furniture showroom. Use Class E.
- RE Dawson- Occupy the mill buildings to the rear of the furniture showroom. The floor space is used for warehousing for a mail order business. Use Class B8
- JPA Sports – School wear mail order business with some ancillary on-site retail. Use Class B8.

Site Access

The site is located off Pendle Road, which is a C classified road subject to a 30mph speed limit. The site currently has two vehicular access' which are used to serve the existing units located at the site. The furniture store, Worthington, is served by the access fronting Pendle Road, while JPA Sports and RE Dawson are accessed at the western end of the site adjacent to number 21 Pendle Road.

The LHA have reviewed ADG drawing number (9-)3 Rev L titled "Proposed Site Plan," and are aware that the existing access' will be stopped up with full height kerbs reinstated and a new access will be provided. The LHA have reviewed the drawing and the provided tracking drawings showing a refuse vehicle entering and exiting the site and are satisfied that the access width and kerb radii is safe and suitable to serve the proposal.

The LHA have also reviewed Sanderson drawing number 300828-001 Rev B titled "Proposed Access Arrangement and Visibility Splays," and note that the new access can provide visibility splays of 2.4m x 43m in both directions. This complies with the LHAs visibility splay guidance.

As part of the proposal, changes will be made to the retaining structures located along Pendle Road. To ensure that the changes to the retaining structures will not destabilise the adopted highway, the LHA will condition that technical details are submitted prior to commencement.

The changes to the retaining structures will also be subject to a Section 278 Agreement, along with the following works:

- The creation of the site access and footway from the site access to opposite number 21 Pendle Road.
- Stopping up all redundant access' and dropped crossings and reinstating full height kerbs.
- Bus stop improvements to the bus stops located adjacent to the site on both sides of Pendle Road (Please see the Sustainable Transport section below for more details).



Highway Safety

There have been no Personal Injury Collisions recorded within 200m of the site in the last five years and so the LHA have no pre-existing highway safety concerns.

Trip Generation

The Transport Consultant has submitted a TRICS assessment, which can be viewed in the Transport Assessment. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

In the Transport Assessment, the Consultant has compared the existing and proposed use at the site. It is worth noting that the Transport Consultant has categorised the use of the existing site to be all B8, even though there is some retail element to the existing use. This is because information has not been submitted splitting the internal floor area of each use.

Categorising the existing site as B8 or warehousing (commercial) for the purpose of TRICS means that as a general rule, the predicted existing trips generated to and from the site will be less than the actual trips generated. Given that a retail use will generate more trips.

In any case, the LHA have used the same methodology as the Transport Consultant and have also used the category "Care Home- Specific Condition" rather than "Care Home- Elderly Residential" with the former generating more trips, when conducting a TRICS assessment for the proposed use. The LHA have found that the existing and proposed use is expected to generate the following trip rates:

Land Use: Storage (3000sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	0.374	0.140	0.514	0.1	0.379	0.479
Total Trip Generation	11	4	15	3	11	14

Table 1: Predicted existing trips to the B8 site (Category: Warehousing- Commercial).

Land Use: Care Home- Specific Condition (75 resides)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 1 resides	0.173	0.092	0.265	0.031	0.112	0.143
Total Trip Generation	13	7	20	2	8	11

Table 2: Predicted proposed trips to the site (Category: Care Home- Specific Condition).



While the LHAs trip rates are slightly different than the Transport Consultants for the existing and proposed use, the LHA are still able to conclude that the proposed development is unlikely to have a severe impact on the operation of the local highway network. This is because when comparing the proposed trip rates during peak times to the existing use, there is just a nominal increase during the AM Peak.

Given this and there being less HGV movements following the proposal, the LHA have no further comments regarding the impact the development will have on the local highway network.

Internal Layout

The LHA have reviewed ADG drawing number (9-)3 Rev L titled "Proposed Site Plan," and are aware that 28 car parking spaces will be provided for the proposal. This complies with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan. The site will also provide 4 electric vehicle charging points, 10 cycle spaces and 2 disabled spaces which are all welcomed.

The LHA have also reviewed the tracking drawing showing a refuse vehicle entering and exiting the site and are satisfied that the turning area is adequately sized to enable a large vehicle to exit the site in a forward gear.

Sustainable Transport

The site is located in a sustainable location, 500m from the centre of Clitheroe where local amenities such as supermarkets, doctor surgeries and shops are found. Visitors and staff members can take advantage of public transport services which are located at the Clitheroe Bus Interchange and Clitheroe Train Station, which serve hourly services to Blackburn and Manchester.

Some bus services located at Clitheroe Bus Interchange serve the two bus stops located along the site frontage. These services include the following which occur at regular intervals throughout the day. The LHA do note that the bus services are limited during evenings and Sundays, however.

Service	Route	Service Frequency	
		Mon to Sat Daytime (mins)	Evenings and Sundays (mins)
5	Chipping-Clitheroe via Hurst Green, Barrow Brook	60	60 (eves until 19:30) 120 (Sun)
15	Clitheroe-Accrington via Barrow Brook, Great Harwood, Rishton, Clayton le Moors	60	19:00; 20:00 No service Sun
25	Clitheroe-Blackburn via Brockhall, Langho, Lammack, St Marys College	60/120	No service
64	Burnley-Clitheroe via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook	60	60 (eves until 20:00) 120 (Sun)



C4	Clitheroe-Peel Park Circular via Claremont Avenue, Standen Road, Langshaw Drive, Turner Street, Victoria Street	60	No Service Sun
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Despite this, to support public transport services and to improve the quality of the existing bus stops the LHA will request under a Section 278 Agreement that improvements are made to the two bus stops located along the site frontage. These improvements should include and not be limited to providing clearways for buses.

Before concluding this section, it is worth noting that a framework Travel Plan has been provided which is welcomed. The LHA will condition within 3 months of occupation that a full Travel Plan is provided.

Conclusion

The LHA have no objection to the proposal subject to the following conditions.

Conditions

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.



Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway and verge.

2. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works have been submitted and approved by the Local Planning Authority. The works shall include the following and be completed prior to trading/ occupation:

- Footway from the site access to opposite number 21 Pendle Road.
- Stopping up all redundant access' and dropped crossings and reinstating full height kerbs.
- Bus stop improvements to the bus stops located adjacent to the site on both sides of Pendle Road.
- Changes to the retaining structures adjacent to the adopted highway along Pendle Road.

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 development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this measure where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

4. 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.



5.No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on ADG drawing number (9-)3 Rev L have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2023).

6. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 43 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2023).

7. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with ADG drawing number (9-)3 Rev L. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2023).

8. No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

9. Within 6 months of occupation the submitted Interim Travel Plan should be developed into a Full Travel Plan containing the details listed below and be submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Full Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. The Full Travel Plan when developed needs to include the following as a minimum:

- Contact details of Travel Plan coordinator
- Travel survey results
- Details of cycling, pedestrian and public transport links to and within the site
- Details of the provision of cycle parking
- SMART Targets
- Action plan of measures to be introduced and appropriate funding

- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

REASON: To ensure that the development provides sustainable transport options.

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.

This consent does not give approval to a connection being made to Lancashire County Council's highway drainage system.

Yours faithfully

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

