

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2024/0363
Our ref: D3.2024.0363
Date: 10th June 2024

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2024/0363**

Address: **16-18 Lowergate Clitheroe BB7 1AD**

Proposal: **Proposed change of use from church, shop and ancillary accommodation to three onebedroomed dwellings including external alterations to the building consisting of new windows and rooflights.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

No objection

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.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) have been consulted on an application for the proposed change of use from church, shop and ancillary accommodation to three one bedroomed dwellings at 16-18 Lowergate, Clitheroe.

Site Access/ Internal Layout

The site will continue to be accessed off Lowergate which is a C classified, one-way southbound operated road subject to a 20mph speed limit. The road has a range of Traffic



Regulation Orders along the site frontage which aims to prevent any inappropriate parking at any time.

The LHA have reviewed the supporting documents and are aware that no car parking facilities will be provided for the proposed 1 x 2 bed and 2 x 1 bed apartments. For the site to comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, the LHA require 4 car parking spaces to be provided.

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 key local amenities and public transport services are located within walking distance of the site, serving a range of destinations at regular intervals throughout the day.

The provision of no car parking facilities should also deter any perspective tenants that require a parking space. However, should future tenants require a car parking space, public car parks are located within walking distance of the site.

Before concluding it is worth noting that the existing site would have had a greater parking demand than the proposed site, with the existing uses being required to provide 6 spaces. Therefore, given the proposals location and the proposed parking demand being less than the proposed, it would be unreasonable to object to the application.

Yours faithfully

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

