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Your ref: 3/2024/0858
Our ref: 3/2024/0858/HDC/KW
Date: 11 December 2024

Location: Backcastle Works Pendle Court Little Lane Longridge PR3 3WY
Proposal: Application for retrospective planning permission for change of use of Backcastle Works from storage (B8) to exercise/yoga studio; rehabilitation studio; bicycle repair workshop and storage.
Grid Ref: 360338 437004

Dear Maya Cullen

With regard to your consultation letter dated 26 November 2024, I have the following comments to make based on all the information provided by the applicant to date and undertaking a site visit.

Summary

The Local Highway Authority advice is that residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of retrospective planning application for the change of use of Backcastle Works from storage (B8) to exercise/yoga studio; rehabilitation studio; bicycle repair workshop and storage. The applicant has previously received pre-application advice from the LHA regarding the development on the 7 November 2023.

Site Access

The site is located off Pendle Court, which is an unclassified road subject to a 20mph speed limit. The LHA have reviewed drawing number JM-0307 002 titled existing site plan and are aware that the site will continue to use the existing vehicle access from Pendle Court.

The vehicle access area from Pendle Court is approximately 20m long and 5.7m wide, however, whilst the applicant has advised they have vehicle rights over this section of land it does not fall within the red edge of the development and there are concerns regarding the use of this area for servicing and parking given that it does not fall within the ownership

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of the applicant. Having vehicle rights over land typically means landowners have the right to use the land for vehicular access, but it doesn't automatically grant the right to use it for parking.

The LHA are therefore of the opinion that the site will be serviced on-street as well as increasing the demand for on-street parking following the intensification of the use within the site. The LHA are of the opinion that a car parking area for customers and adequate space to provide a servicing area for delivery vehicles will be required in order to support the intensification of the site.

Internal Layout

From the information provided by the applicant, the LHA understands that the site was home to a former plumber store and workshop. In the early 2010s it was inherited by the Plumbers son and used for storage before falling vacant.

Following the proposal, there will be 5 units at the site which will be a mixture of use within Class E and Class B8. Unit One and Unit Four will retain the existing B8 use providing storage. Unit Five will provide bicycle repairs and storage, the unit offers a one to one service where customers request bicycle creations and/or repairs. The LHA would not expect that the site would require more than 2 off street parking spaces which could be accommodated on-street during normal office hours. The LHA suggest that should the application be granted permission a reasonable condition is attached to this unit so it remains operating as described. Therefore, while the existing site has no access to off street parking spaces the LHA have no objection to these units being retained. This is because the lack of parking facilities is a pre-existing situation, and the applicant does not require planning permission to retain the existing storage units.

However, the LHA does have concerns about the use of Unit Two and Three which require a change of use from Class B8 to Class E(d).

Unit two

Unit two is currently being used for Physical Rehab. One to One sessions run weekdays 8am-11 am and 5pm-8pm, except on Mondays, Thursday and Saturday when group classes are available.

Group classes of up to 6 take place on Monday at 4pm and 7pm, Tuesday at 7am, Wednesday at 7:00pm, Thursday at 7:00am and 6:00pm, Friday at 4:00pm and Sundays at 9:00am.

Given the above information, when considering the demand of the business the maximum car parking requirement for Unit Two is 7 spaces, 6 spaces for clients attending a class and 1 employee space. The minimum requirement for the business is 2 spaces when one-to-one sessions take place.

Unit Three

Unit Three currently operates as an exercise/yoga suite and holds classes of up to 12. Classes are 30-45 minutes long and take place on Mondays at 6.15am, 6.00pm and 6.55pm. On Tuesday at 6.15am, 6.50 am and 6.00pm. Wednesdays at 6.15am. Thursdays at 6.15am, 5.20pm, 6.00pm and 6.50pm. Fridays at 6.25am and 6.50am and Saturdays at 7.15am, 8.05am, 8.40am and 9.10am.



Given the above information, the car parking requirement for Unit Three is 13 spaces, 12 spaces for clients attending a class and 1 employee space. The LHA note that the business owner has suggested morning sessions receive a lower turn out of attendance and attendance is usually between 6 – 12 per session. Therefore, the minimum parking requirements would be 7 for 6 clients attending a lower attendance class and 1 for the employee running the class.

The LHA do also acknowledge that some of the clients attending Unit Two and Unit Three are local to the site and the applicant has advised that they walk to sessions. The LHA should also take into consideration the current and future demand of the development and the effects this may have on the local highway network now and in the future should the development be supported.

Taking into consideration the business details provided regarding class sizes for Unit Two and Unit Three, the operation of Unit 5 and the current parking standards for existing storage units the development is likely to have a peak parking demand of 20 vehicles. An example of this would be at 6pm on Thursdays when Units Tree and Two both have group sessions running at the same time, although at this time it is likely that the other Units are closed for the day. There is also a concern that group sessions are not staggered, meaning that one group is leaving as another arrives, this puts extra pressure on parking demand.

This time also represents a high demand for on street parking for local residents. Given the presence of terrace properties and those without off street parking provisions along Pendle Court and Little Lane, a neighbouring street, it is likely on street parking is already in high demand along these roads creating a further concern for the LHA regarding parking for the development.

While the existing site has no access to parking spaces the LHA have no objection to the B8 units being retained as the lack of parking facilities is a pre-existing situation, and the Applicant does not require planning permission to achieve this due to the existing use. The LHA would also not raise any concerns for Unit Five being retained, this is due to the low staff and visitor numbers and that this can be controlled with a suitable condition. It is not expected that the unit would result in a high level of on street parking and therefore should not lead to highway safety concerns on the network.

However, the LHA would not support the site adding the further Class E(d) units, which have a gym type use. This is because the additional units increase the need for parking facilities to be provided at the site. The site is unable to rely on on-street parking for the gym units in this case because there is limited spare on-street capacity for vehicles associated with the proposal to park. This was evident during a site visit undertaken by the LHA on 31 October 2024. The site visit witnessed nearly all the attendees attending the gym sessions arriving by vehicle and parking on both sides of the carriageway on Little Lane, given the number of residents who also parked along the road, the carriageway was reduced to single-vehicle width for much of its length and inappropriate parking took place around the junction of Pendle Court.

Pendle Court itself was full to capacity resulting in a single vehicle width, two vehicles were also parked in the turning head resulting in vehicles needing to reverse out of Pendle



Court, as well as inappropriate parking around the access to the site and the junction. A previous site visit undertaken on 27 September 2024 also noted parking in the turning head which shows that this is a regular occurrence. This level of inconsiderate and obstructive parking is detrimental to highway safety and contrary to the National Planning Policy Framework, which emphasises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe (NPPF Paragraph 115).

The intensification of on-street parking on both Little Lane and Pendle Court results in a lack of free space for vehicles to wait while another one passes, as well as obstructive parking within the turning head and around the junction of Pendle Court. Consequently, collisions are more likely to occur, which would be to the detriment of highway safety, as per the guidance in the NPPF.

In order to mitigate the concerns regarding on-street parking within the vicinity of the site, the LHA would look for an internal servicing and a parking area which at the time of writing cannot be provided within the red edge of the site.

Conclusion

The Local Highway Authority (LHA) has thoroughly reviewed the retrospective planning application for the change of use of Backcastle Works from storage (Class B8) to various uses within Class E, including exercise/yoga studios and rehabilitation services. Based on the site visits and the information provided, the LHA has identified significant concerns regarding the impact of the development on local highway network.

The site currently lacks sufficient off-street parking and servicing areas, leading to obstructive and hazardous parking behaviours that compromise highway safety. This situation is exacerbated by the demand for parking from both local residents and the gym attendees, particularly during the evening. The cumulative impact of these factors results in a severe reduction of the carriageway to single-vehicle width, inappropriate parking around junctions, and congestion within the turning heads.

The intensification of use at the site, particularly with the addition of two new gym units, has exacerbated these issues, leading to a higher risk of collisions and further detriment to highway safety. This is contrary to the National Planning Policy Framework (NPPF) which advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the road network would be severe (NPPF Paragraph 115).

In light of these concerns, the LHA advises that the Local Planning Authority consider refusing the application on transport and highway grounds given that no mitigating measures can be provided within the current development boundaries at this time.

Yours sincerely

Kate Walsh
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