

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2022/0536  
Our ref D3.2022.0536  
Date 1<sup>st</sup> July 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/0536**

Address: **Peel Street Business Estate Peel Street Clitheroe BB7 1RA**

Proposal: **Proposed demolition of existing buildings and erection of nine 2-bed apartments over three storeys together with a two storey business centre and associated bin, cycle stores and car parking.**

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

### **Summary**

#### **Further Information**

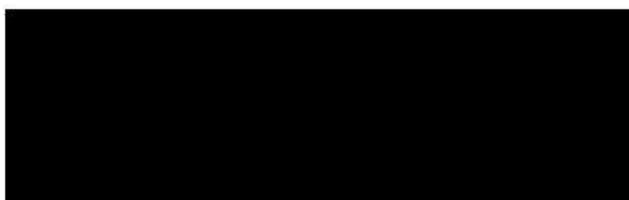
Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition of existing buildings and the erection of nine 2- bed apartments over three storeys together with a two-storey business centre at Peel Street Business Estate, Peel Street, Clitheroe.

The LHA are aware of the planning history at the site with it being listed below:



3/2018/0323- Change of use from car sales to motorcycle sales, repairs, MOTs and motorcycle rider training centre. Permitted 23/11/2018.

3/2009/0081- Side extension and change of use from car sales to non-food retail. Withdrawn 29/09/2009.

3/2008/0764- Change of use from car sales to non food retail and extension to existing building. Withdrawn 21/01/2009.

### **Site Access**

The LHA are aware that the site is accessed off Peel Street, which is an A classified road subject to a 30mph speed limit.

The LHA have reviewed Avalon drawing number ALPE/25 Dwg 01 titled "Proposed Site Plan" and are aware that the existing access which serves the existing commercial buildings will be altered following the proposal.

The LHA have reviewed the proposed access and are aware that the width of the access complies with the LHAs guidance.

However, after reviewing the swept path drawing of a large rigid truck using the access, the LHA will require the access to be extended by a further 0.5m, as the access width reduces to 6.1m, approximately 6m from the highway boundary. This is because, as a large rigid truck is entering the site, the body of the truck as shown on the swept path drawing is extremely close to the proposed footway adjacent to the proposed disabled bay. Therefore, the LHA are concerned that should a pedestrian be using the footway at the same time as a rigid truck entering the site, a potential conflict could occur. As a result, the LHA require the access width to be extended to prevent this conflict.

After further reviewing the site access, the LHA also require a vehicular visibility splay drawing to be provided. The LHA require vehicular visibility splays of 2.4m x 43m to be provided in both directions. Should the proposed access not be able to achieve this minimum requirement, a speed survey should be undertaken within the vicinity of the site access demonstrating the 85<sup>th</sup> percentile speeds along Peel Street. The speed survey should then be complemented with a vehicular visibility splay drawing which should be submitted to the LHA.

Furthermore, the LHA will also request that a separate pedestrian access from Peel Street is provided to serve the 9 apartments at the site. The pedestrian access could be provided where the bins for the apartments are located, and the bins can then be relocated elsewhere like on the proposed grass bank adjacent to the apartment block.

The LHA require a separate pedestrian access because firstly, it will prevent inappropriate informal pedestrian routes to be undertaken to and from the apartments and a more formalised pedestrian route will be used for easy access

onto Peel Street, where local amenities such as supermarkets are found. The LHA will require the pedestrian access to be a minimum of 2m wide.

The LHA would also advise a separate pedestrian access is provided to serve the office block as well.

**Highway Safety**

There have been no Personal Injury Collisions recorded within 100m of the site and therefore the LHA have no pre-existing highway safety concerns.

**Trip Generation**

While the Agent/ Applicant has failed to provide a TRICS assessment, the LHA have undertaken their own assessment of the site.

A TRICS assessment demonstrates the approximate level of trips the proposed development could generate as a whole.

The assessment for the development can be viewed below:

Land Use- Offices (480 sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip rate per 100sqm	1.537	0.145	1.682	0.191	1.342	1.533
Total Trip Generation	7.4	0.7	8.1	0.9	6.4	7.3

*Table 1: Expected Trips generated to the proposed Office Block.*

Land Use- Apartments (9)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip rate per Apartment	0.063	0.191	0.254	0.173	0.110	0.283
Total Trip Generation	0.6	1.7	2.3	1.6	1	2.6

*Table 2: Expected Trips generated to the proposed Apartment Block.*

Land Use- Offices (480 sqm) and Apartments (9)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Total Trip Generation	8	2.4	10.4	2.5	7.4	9.9

*Table 3: Expected Trips generated to the site as a whole.*

While the LHA are not fully privy to the existing use of the site, which can generate trips in its own right, the LHA are aware that more trips are likely to be proposed than the existing, with the site predicted to generate 20 two-way car trips during peak hours, as shown in Table 3 above.

That being said, the LHA are satisfied that any additional trips associated with the proposed development would be unlikely to lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe and so have no concerns regarding the expected trips to the site.

### **Internal Layout**

The LHA have reviewed Avalon drawing number ALPE/25 Dwg 01 titled "Proposed Site Plan" and are aware that 27 car parking spaces will be provided at the site to serve both the Apartment and Office blocks and will include 3 disabled bays and 3 motorcycle spaces.

For the site to fully comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, the LHA require 18 spaces to be provided for the 9x 2 bed apartments and 16 spaces to be provided for the office block, given the internal floor area. Therefore, the LHA would normally require 34 spaces to be provided.

However, in this case the LHA will accept the shortfall. This is because given the location of the site, the LHA deem it to be sustainable with the site being located within the centre of Clitheroe. Therefore, occupants of the site can take advantage of being in close proximity to key local amenities such as supermarkets which are located within walking distance of the site and can take advantage of regular public transport services by bus or train, with Clitheroe Interchange being a short walking distance away.

Should occupants of the site not want to travel by public transport and the provided car park is full to capacity, the site is within walking distance of a number of Pay and Display car parks and only 80m away from a free car park located on Peel Street. As a result of these factors, the LHA will accept the shortfall in parking at the site.

Despite the LHA accepting the shortfall in parking at the site, the LHA require an Operation Statement stating how the car parking spaces will be provided for visitors and occupants at the site. The LHA require the statement to state whether the

spaces will be designated to each individual use or whether the spaces will be allocated in a "first come, first serve" basis.

Information should also be forthcoming regarding whether the Office block will be occupied by one business or multiple and how this will affect the designated spaces, should this be the case.

**Conclusion**

The LHA require further information before the LHA can fully assess the application.

Yours faithfully

