

FURTHER INFORMATION IN THE CONTEXT OF PLANNING APPLICATION 3/2022/082

The Old Garage Site Newton Road Dunsop Bridge BB7 3BB

Prepared by Duchy of Lancaster

22nd March 2022

This statement has been prepared in response to issues raised by the Lancashire Highways Authorities (LHA) and other stakeholders including the local community's request for further information in the context of planning application number 3/2022/0082 relating to the redevelopment of the old garage site in Dunsop Bridge to provide new building that includes a cafe, community shop, retail unit, post office, community spaces together with a separate store/plant room.

As a historic landowner the Duchy of Lancaster (the applicant) is the custodian of many areas of outstanding natural beauty and historic structures in rural areas. Its purpose is to protect and preserve the assets and it is in the unique position of being able to take a more holistic approach to development than many commercial developers. The Duchy's overriding objective is to enhance the sustainability and quality of its historic estates for the benefit of the communities living there, both now and for future generations.

The proposals at the old garage site form part of a long term strategy of inward investment to help, support and sustain the rural community in and around Dunsop Bridge in the applicant's Whitewell Estate. The aim is to provide an environment that encourages slow, sustainable growth in the area that benefits the local community without disrupting the unique character of the village.

Over two and a half years of considered thinking has gone into these proposals and the applicant is trying to tread a fine line in balancing the needs and voices of the community and other stakeholders in the area and provide a building that fits comfortably and non-obtrusively into the village. It is very much hoped that the following responses provide appropriate answers to the concerns raised during the planning process.

A: Provision of further information as requested by Lancashire County Council's Highway Department's (LHA) letter dated 24th February 2022 to Head of Planning, John Macholc.

The LHA letter references the existing car park. Please be aware that this car park is owned by the applicant and subject to a lease to Ribbles Valley Borough Council.

Floor areas. The letter from LHA makes reference to area discrepancies in supporting statements. Gross external areas are used by the flood risk report whilst others have used gross internal areas. Gross internal areas in the main new building have been shown in different colours on Plan 106B to identify anticipated uses within the main new building. Please find attached a comprehensive detailed table of areas for your information which should be read in conjunction with the plans and provide the information required to allow you to reference TRICS data. Further clarification can be provided if required. In summary:

Gross Internal Area (sq m) of entire building	
Existing Garage Building	270
Existing Corrugated Iron Shed Building	46
Existing St Georges Church	57
Puddleducks	186
New Main Building	282
St Georges Church	57
Puddleducks	186
Plant room/store	32

The following table lists the Gross Internal Areas for specific uses within the buildings

	Gross Internal Area (sq m)
Cafe (incl seating, servery & kitchen) (coloured green on plan 106B)	113
Store, Admin Office (coloured turquoise blue and darker pink on plan 106B)	18
WC's (coloured dark inky blue on plan 106B)	10
Community Grocery Shop & Post Office (coloured light orange on plan 106B)	24
Small Retail Unit (coloured purple blue on plan 106B)	12
Community Information Area (coloured dusky pink on plan 106B)	26
Church therapy rooms (Community rooms 1 & 2 on plan 106B)	27
Church community workspace (Community Workspace on plan 106B)	29

Drop off area to the rear of the new building. This has been removed as requested by LHA.

Turning head to the rear of the new building. This has been removed as requested by LHA.

Timber Posts to the Village Green. This has been removed as requested by LHA department.

Disabled parking. Given the removal of the drop off area and turning head (see above) the three disabled bays remain.

Refuse Area. There was a refuse area already identified and marked east of the WC's on proposed plan 106A. Given the removal of the turning head refuse bin areas have been relocated near the plant room as shown on the revised plan 106B.

Cycling facilities. The revised plans includes cover to some of the cycling facilities in an attempt to keep the built form to a minimum in the Area of Outstanding Natural Beauty.

Segregated pedestrian facilities between the car park and the rear of the property. There are currently very few footpaths in the village, in keeping with the rural nature and character of villages in the area. The visual connectivity from the new road and parking should draw pedestrians through to the rear of the building without the need for an additional footpath. To date the areas where vehicles and pedestrians mix operate safely without issue. In Plan 106B, we have drawn back the existing hedge (to the south east of the disabled car parking bays) to provide safer pedestrian access to/from the existing car park to the rear of the new building.

Delivery Vehicles. The applicant agreed to the LHA request to remove the turning head and drop off area to the rear - see above. Deliveries will therefore have to be to the front of the building from the main highway. The precise type of vehicles is not known but sufficient to serve the proposed café and shop. The retention of the layby will provide sufficient space for delivery vehicles to draw off the main highway.

LHA have requested a visibility splay/sweep path into the car park. With the requested removal of the drop off area and turning head, this is not needed. There is already sufficient room to get in and out of the car park which already provides three spaces for the parking of 'coaches' mitigating the need to provide further details.

Operation Statement for two therapy rooms. In the absence of an operator, it is difficult to accurately predict but given the size of the spaces, it is likely to be pre-bookable, one to one appointments with one appointment per hour.

Layby to the front of the building. Given the removal of the turning head and the drop off areas to the rear (as requested by LHA), the retention of a layby at the front is more important than before as it provides a drop off space for the less able as well as space for delivery vehicles. A reminder that this area is already an existing

garage forecourt and vehicles can and have for many years drawn in and out of the space and there are no personal injury collisions recorded. It is not possible to achieve the requested LHA visibility splays but it is possible to achieve a splay of 31.3m eastbound and 22.470m westbound, measured to 1m off the nearside kerb with a space of 17.9 m to allow vehicles to pull off the highway (for deliveries etc) as shown on the revised plans. In addition to the visibility splays demonstrated, we believe there is further clear visibility available due to the curvature of the highway at this point and the elevation of Dunsop bridge itself. Please note that access/egress visibility to the existing forecourt area was improved a couple of years ago with the removal of a small 'porch' from the front door to Forge House. Given the lay of the existence of the forecourt, visibility does seem clear and open. It might be useful to meet on site and review if LCC or LHA continue to have concerns.

B: Provision of Further information as a result of concerns raised by utility companies

United Utilities. United Utilities (UU) state in their letter to the LPA that the development contains land owned by UU. This is incorrect. The equipment at the water pumping station is owned by UU but the applicant owns all the land within the red line site boundary. The applicant is attempting to redevelop the building without having to trigger the 'lift and shift' provisions contained within the lease between the two parties. If this is not possible then the applicant will ask UU to relocate their pumping station.

The applicant is fully aware of the importance of the water network running through the northern edge of the site. The proposed application is designed to ensure future 24 hour access to the equipment can be maintained at all times and the applicant acknowledges that this needs to be carefully managed during the construction phase.

Proposed Condition 1 should be amended to take account of the applicant's ability to request (if necessary) that UU lift and shift their equipment in accordance with the terms of the lease between the parties.

It would be useful if UU were able to accurately identify the precise location of their water mains and equipment under the surface of the ground. To date they have been unable to do this. The applicant looks forward to working with the utilities company on site to a) identify the exact location of the pipework, b) ensure their service to the local community and access to UU equipment is maintained at all times and c) ensure the proposals meet UU's future requirement for access without preventing redevelopment of the site.

Drainage scheme including management and maintenance - The detail of the UU proposed condition and comment on management and maintenance strategy has been passed to our drainage consultants and specialist installers for review, we will update you further with their comments and feedback as soon as they are available.

C: Provision of Further information as a result of concerns raised by the local community.

The following amends to the plans have been made as a result of local objections, predominantly from neighbouring residents of Duchy owned properties. Please note the Duchy has met personally with these occupiers and taken the time to explained in detail the reasoning behind the proposals.

Removal of the path to the rear of the gardens. The applicant has removed the pedestrian path in full. Unfortunately, it means connectivity through and to the rear of the village (away from the public highway) remains difficult with pedestrians from the car park either walking a more convoluted route into the playing fields and around to the river or straight onto the highway by the Council WC's where there is no pavement.

We feel it is of greater benefit to the community to have the path but understand the concerns from the immediate residents and therefore removed it from the planning application.

Retention of the separate store/plant room and water treatment plant to the rear of the gardens. We respectfully request the store/plant room and proposed location of the water treatment plant remain located in the same area as detailed on the revised plan. The intention is for this small single story building to provide infrastructure for a potential district alternative to fossil fuels and space to install (without damaging the tree roots identified in the arboricultural report) an up to date foul water treatment system to all properties owned by the applicant in the area ie Forge House, 1 & 2 Ivy Cottages, Puddleduck's building as well as the proposed building for the garage site and the Church. In removing the footpath, the remaining area (where the plant/store and water treatment plant are located) provides a suitable 'buffer zone' between the resident tenants' gardens and the playing fields alleviating some of the current residents' concerns.

The applicant is fully aware that the above is contentious (as referenced in para 4.4 of the Planning Statement) due to the loss of private garden space but it is seen as essential in order to secure an up to date solution to drainage for the applicants properties as well as a more sustainable and environmentally friendly approach to heating the new and existing buildings.

Revised plans are attached that reflect the above and take into consideration the recent Arboricultural report.

Biodiversity. Reference is made in some of the objections to a loss of biodiversity as a result of the proposals. The applicant is proposing to plant new trees and significant (circa 184 sqm) hedgerow planting ie an additional 129 sq meters of hedging to the village. This will enhance biodiversity in the village. The inclusion of barn, bat and swift boxes are standard as part of any new rural development on the applicant's estates.

D: Additional points

The applicant is proposing to invest significantly into the area and are keen to understand a) if the Council can do anything about the lack of bus service and b) if the LHA could review and suggest highway solutions or improvements to issues of parking on the highways in and around the village.