

Ribble Valley Borough Council
Housing & Development Control

Tel 0300 123 6780
Email developeras@lancashire.gov.uk

Your ref 3/2022/0082
Our ref D3.2022.0082
Date 25th April 2022

FAO John Macholc

Dear Sir/Madam

Application no: **3/2022/0082**

Address: **The Old Garage Site Newton Road Dunsop Bridge BB7 3BB**

Proposal: **Redevelopment of the old garage site to provide new building that includes a cafe, community shop, retail unit, post office, community spaces together with a separate store/plant room.**

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) are in receipt of a re-consultation for the redevelopment of an old garage site to provide a new building that includes a cafe, community shop, retail unit, post office, community spaces together with a separate store/plant room at The Old Garage Site, Newton Road, Dunsop Bridge.

The LHA previously responded to the application on 13th April 2022 requesting further information regarding removing the drop off area at the front of the site to the rear.

Phil Durnell

Director of highways and Transport
Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD
www.lancashire.gov.uk

Since then, the Agent has submitted WDP drawing number 105 Rev B titled "Proposed Site Plan and Block Plan" which will be reviewed below.

It is also worth noting that the LHA previously responded to the application on 24th February 2022. The LHA request that these revised observations are read in conjunction with the previous two consultations, which can be found on the Local Planning Authorities website.

Proposal

The LHA are aware that the application is proposing to demolish the old garage, which is currently a bike hire/ repair shop and demolish the old, corrugated iron structure which is currently unused. In its place, as expressed in the Design and Access Statement, will be a building which includes a café, community grocery store, a post office and community space which will have community information and a resource centre for visitors.

The proposal will also convert St Georges Chapel, from a place of worship into a community area which will include two therapy rooms. These therapy rooms will have a flexible use but are likely to serve a hairdressers, doctors, beautician, podiatrist, etc.

Adjacent to the site, the village is already served by a post office and a café in the building called Puddleducks. However, following the proposal, should it be permitted and once the building is complete, these services will be relocated into the main building as described above. The building Puddleducks will then be converted into 2 flats.

It is worth noting that Puddleducks is already served by a first floor flat, therefore the net increase of flats in the building will just be 1.

Site Access

The LHA are aware that the site has two existing accesses which will be utilised following the proposal. Both accesses are served off Newton Road, which is a C classified road subject to a 30mph speed limit.

The first access is to the front of the site and as shown on WDP drawing number 105 Rev B titled "Proposed Site Plan and Block Plan," the access will be used as a lay-by/ drop off point for deliveries only, which the LHA welcome.

The LHA have reviewed the dimensions of the proposed lay-by/ drop off area and are aware that they measure approximately 17.9m in length and 3.6m wide, which ensures that a large, delivery vehicle is able to use the area.

It is worth noting that the secondary access to the site is provided from the existing Public Car Park leased by Ribble Valley Borough Council. The application is proposing to add 23 additional spaces for the development, as shown on WDP drawing number 105 Rev B titled "Proposed Site Plan and Block Plan."

Highway Safety

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

Trip Generation

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

In the Transport Statement, the Consultant has compared the existing and proposed use at the site. For transparency, the LHA have done the same with the tables replicated below.

As mentioned in the introduction, the existing use of the site is as a bike hire/repair centre, workshops/storage building and a church.

The most appropriate categories in TRICS for the existing uses at the site, alike the Transport Consultant, is for the bike hire/repair and workshops facilities to be classed as a Vehicle Repair Garage (Slow Fit) and for the church to be classed as a Place of Worship.

The estimated existing trip rates of both uses are expressed below in Table 1 and 2.

Land Use: Vehicle Repair- Slow Fit (316sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	1.884	1.159	3.043	0.145	0.580	0.725
Total Trip Generation	6	4	10	1	2	3

Table 1: Predicted Existing Trip Rates for the Bike Hire/Repair and Workshops Facilities

Land Use: Place of Worship (57sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	0.494	0.247	0.741	1.605	1.358	2.963
Total Trip Generation	1	1	2	1	1	2

Table 2: Predicted Existing Trip Rates for the Church

The proposed use of the site is as a community facility, with the site having different uses which include café (113sqm), store, admin office (18sqm), toilets (10sqm), grocery shop and post office (24sqm), small retail unit (12sqm), community Information area (16sqm), church therapy rooms (27sqm) and church community workspace (29sqm).

As a result, the Transport Consultant has considered it appropriate to use the Community Centre category in TRICS to calculate the expected trip rates. The Transport Consultant has totalled the facility to have an internal floor area of 113sqm.

However, the LHA are unsure about how the total footprint of the facility equates to 113sqm, with the LHA instead accounting the total footprint to be, if include everything apart from the café, grocery shop and post office and small retail unit as 100sqm.

Despite this, the LHA accept the TRICS assessment with the Transport Consultant using a slightly increased floor area of the facility. Therefore, the LHA have used the floor area of 113sqm when calculating the expected trip rates to the site, as shown in Table 3.

The LHA have also added the proposed retail unit to the TRICS assessment alike the Transport Consultant, as shown in Table 4 and accept that an assessment is not required for the cafe, post office and store/retail unit as they are relocating from their existing premises within the village and therefore would not add to the trip generation of the development.

Land Use: Community Centre (113sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	1.052	0.406	1.458	0.671	0.721	1.392
Total Trip Generation	1	1	2	1	2	3

Table 3: Expected Trip Rates for the Community Facility

Land Use: Retail Unit (12sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	5.576	5.539	11.115	5.282	5.466	10.748
Total Trip Generation	1	1	2	1	1	2

Table 4: Expected Trip Rates for the Proposed Retail Unit

As shown in the tables above, it is considered that the proposed use would generate lower levels of traffic than the existing use, with there being 17 expected existing two-way trips during peak hours for the existing and 9 for the proposed. Therefore, it is concluded that the proposed development would not have a material impact on the operation of the local road network.

Internal Layout

The LHA have reviewed WDP drawing number 105 Rev B titled "Proposed Site Plan and Block Plan," and are aware that the site will provide 23 car parking spaces which will include 3 disabled bays and multiple electric vehicle charging points. Visitors to the site will also be able to use one of the 39 bays which are located in the Public Car Park.

However, as illustrated in the Transport Statement, to comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan, 31 car parking spaces are required for the mixed-use site.

Despite this, the LHA will accept the shortfall in parking at the site. This is because the café and the grocery shop/post office are being relocated from Puddleducks. Therefore, it is likely that any parking associated with the existing use would use the Public Car Park in any case.

However, following the proposal and the creation of additional parking, there is a designated parking area for the café and the grocery shop/post office, as well as the other proposed uses at the site. Therefore, the LHA will accept the shortfall in parking.

The LHA also welcome on WDP drawing number 105 Rev B titled "Proposed Site Plan and Block Plan," the introduction of secure cycle parking, electric vehicle charging points and the relocation of the drop-off area from the front to the rear of the site for short staying customers.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on WDP drawing number 105 Rev B 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 (2021).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with WDP drawing number 105 Rev B. 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 (2021).

4. Prior to development above ground details of all cycle stores (including design, materials and finishes) shall be submitted to and approved in writing by the local planning authority. The approved cycle stores shall be provided and available for use prior to the occupation of the associated plot or in the case of the flats prior to occupation of the first flat. The cycle stores shall be retained at all times thereafter.

REASON: In the interest of providing suitable storage for cycles and sustainable modes of travel.

5. The surface water from the approved car park should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

6. No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;

- Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems.

REASON: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.

Yours faithfully

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