

Ribble Valley Borough Council
Housing & Development Control

Tel
Email

Your ref 3/2022/0096
Our ref D3.2022.0096
Date 31st May 2022

FAO John Macholc

Dear Sir/Madam

Application no: **3/2022/0096**

Address: **Gisburn Auction Mart Gisburn Lancashire BB7 4ES**

Proposal: **Demolition of former calf building, offices and retail units and construction of new building split into two units**

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

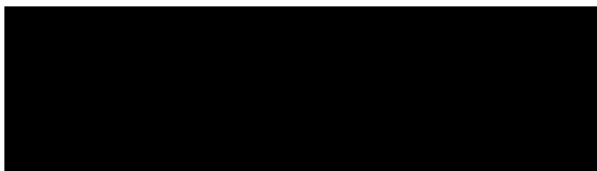
Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to 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 demolition of the former calf building, offices and retail units to construct a new building split into two retail units with A1 use at Gisburn Auction Mart, Gisburn.

The LHA previously responded to the application on 3rd March 2022, requesting further information regarding the parking and servicing arrangements at the site, the access to Croft Bungalow, among other issues which can be viewed in the comments on the Local Planning Authorities website.



Since then, the Agent has submitted ADP drawing number 645/13A titled "Proposed Site Plan" and ADP drawing number 645/14A titled "Proposed Ground Floor Plan" which will be reviewed below.

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

3/2013/0435- Application for a non-material amendment to planning permission 3/2012/0442P to allow the re-location of entrance to Gateway Auctions to front of building and construction of wall, door and window to front line of proposed canopy to create additional retail unit. Permitted 20/08/2013.

3/2012/0441- Proposed part demolition and extension of animal shed. Permitted 02/07/2012.

3/2012/0442- Proposed 4no. retail shop units for agricultural supplies. Permitted 09/08/2012.

Site Access

The LHA are aware that the site will continue to be accessed off Gisburn Road, which is an A classified road subject to a 30mph speed limit.

The LHA have reviewed ADP drawing number 645/13A titled "Proposed Site Plan" and are aware that the existing access will remain unaltered following the proposal. The access currently serves the site which is used as a Cattle Market on Thursdays and Saturdays as well as serves Croft Bungalow and the café/office on site. Therefore, given that large, agricultural vehicles visit the site twice a week, the LHA are satisfied that the access arrangements, following the intensification of use, comply with the LHAs guidance and so the LHA have no further comments to make regarding the access to the site.

The LHA in the previous consultation dated 3rd March 2022, had concerns regarding the internal access to Croft Bungalow and requested that it was redesigned. This was because the LHA had concerns firstly regarding the complex turning manoeuvre directly from the site access to down the side of the proposed units where the bungalow would be accessed. The LHA also had concerns regarding the lack of segregation between these vehicle turning movements and pedestrians accessing Unit 1.

Since then, as shown on ADP drawing number 645/13A titled "Proposed Site Plan," a swept path drawing has been submitted which shows that a vehicle can easily undertake the turning manoeuvre from the access to down the side of the units. The Agent has clarified that the route down the side of the units will only be used by the occupiers of the bungalow and to ensure that this is the case a sign will be erected at the entrance to the site stating, "Access to Croft Bungalow only."

To ensure that pedestrians to the site are segregated from these sporadic turning movements, a 1.1m high railing will be erected which will stretch from past the entrance of Unit 1 to the kerb line. A sign will also be erected towards the back of the

railing stating, "No pedestrians past this point," to ensure safe movements in this location.

Therefore, with all these measures in place to ensure no conflicts occur in this location and the route down the side of the units being restrictive in nature, the LHA will accept the route when accessing the bungalow.

Highway Safety

There have been three recorded Personal Injury Collisions (PICs) within 200m of the application site in the last five years. Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PICs.

Internal Layout

The LHA have reviewed ADP drawing number 645/13A titled "Proposed Site Plan" and are aware that the site will provide 16 car parking spaces for Unit 1 and 25 car parking spaces for Unit 2. This complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, given the internal sales floor area of each unit, as expressed in an email sent to the LHA on 18th May 2022.

The LHA have also reviewed the dimensions of the spaces for Unit 1 and are aware that the 9 spaces located at the front of the unit will be 5m in length and there will be a 2.5m wide footway at the back of the space. The LHA welcome this addition with the footway behind the car parking space giving safe passage to pedestrians accessing the Unit.

The other 7 designated spaces for Unit 1 will be located to the right of the Unit on the existing car parking area for the Auction Mart. The 7 spaces will become formalised, and a sign will be erected stating that the spaces can only be used when customers are visiting the Farm shop. A 1.8m wide footway to the front of the bays will be provided, providing access to the pedestrian crossing which will link to the footway and front parking area for Unit 1.

The 25 spaces for Unit 2 will be provided towards the rear of the site, adjacent to Croft Bungalow and will be accessed via two accesses. One of the accesses will be used to access the car park, while the other will be used to exit the car park. The LHA will condition that a sign is erected to show which access is used to enter the car park and which access is used to exit.

The serving area for Unit 2 will also be provided on the car park for the Unit while the servicing area for Unit 1 will be provided adjacent to the bin store.

The LHA have reviewed the swept path provided on ADP drawing number 645/13A for both units and are satisfied that a large vehicle is able to turn around and exit the site in a forward gear.

The LHA are aware that the turning area for Unit 1 will be provided on the existing car parking area for the Auction Mart. To ensure that the turning area is not obstructed, the LHA will condition that deliveries to the Unit only occur on days when it's not the Auction.

Furthermore, the LHA have reviewed ADP drawing number 645/13A and are aware that the internal carriageway will become more formalised as advised in the previous consultation. Road markings will be provided on the carriageway denoting the centreline and the edge of the carriageway, as shown on the drawing which the LHA welcome.

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 ADP drawing number 645/13A 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. No building or use hereby permitted shall be occupied or use commenced until a traffic sign drawing for the site has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority.

REASON: In the interest of highway safety.

4. Deliveries to the development hereby permitted, shall only occur on a non-Auction day (Monday, Tuesday, Thursday, Friday and Sunday), to avoid peak traffic internally and to keep the turning facilities for delivery vehicles free of obstructions.

REASON: In the interest of highway safety.

5.The development hereby permitted shall not be occupied until such time as the

parking and turning facilities have been implemented in accordance with ADP drawing number 645/13A. 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).

6. No building or use hereby permitted shall be occupied or the use commenced until a minimum of 2 designated car parking spaces has an electric vehicle charging point. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently.

REASON: In the interests of supporting sustainable travel.

7. No building or use hereby permitted shall be occupied or the use commenced until a cycle storage plan for the units has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

REASON: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Yours faithfully


Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council