

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/1160
Our ref D3.2021.1160
Date 16th December 2021

FAO Adrian Dowd

Dear Sir/Madam

Application no: **3/2021/1160**

Address: **53 to 57 Berry Lane Longridge PR3 3NH**

Proposal: **Demolition of an extension, polytunnels and storage building and erection of extension to existing retail premises (use class E) at ground floor and five apartments above. Conversion of upper floor of existing building to create two apartments.**

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

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) 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

The Local Highway Authority advises the following reason for refusal:

1. The proposal, if permitted, would likely lead to inappropriate parking within the vicinity of the site. This would be to the detriment to highway safety and the residual cumulative impacts on the road network would be severe. This is contrary to paragraph 111 of the National Planning Policy Framework (2021).

Phil Durnell

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Introduction

The Local Highway Authority (LHA) are in receipt of an application for the demolition of an extension, polytunnels and storage building and the erection of an extension to the existing retail premises at ground floor and five apartments above. Conversion of the upper floor of the existing building to create two apartments at 53 to 57 Berry Lane, Longridge.

The LHA understands that the site, until a fire occurred at the building, was home to one retail unit called Swifts Hardware Store. The store also used the adjacent retail unit for storage meaning that there are two existing retail units at the site.

Following the proposal, there will be 2 additional units at the site meaning that there will be 4 units altogether all under the Use Class E. The units, thus far, have not got any end users and the LHA understands that the Swifts Hardware Store have vacated the unit.

The other part of the proposal is to incorporate 7 apartments within the existing building and the proposed extensions to the site.

All of the supporting documents including a Design and Access Statement and the Planning Statement will be reviewed below.

Site Access

The LHA are aware that the front of the site is located off Berry Lane, which is a C classified road, while the rear is accessed off Warwick Street which is an unclassified road. Both roads are subject to a 20mph speed limit.

The LHA understands that the site will not provide any parking facilities for the retail units and the 7 apartments.

However, the pedestrian access to the 7 apartments and the smaller units will be from Warwick Street, while the larger units will be accessed from Berry Lane, as stated in the Design and Access Statement.

Therefore, with the site only being accessed by pedestrians the LHA have no comments to make.

Internal Layout

The LHA, as already mentioned, are aware that the site will not provide any parking facilities for the retail and residential use. For the site to comply with the parking standards as defined in the Joint Lancashire Structure Plan, the LHA require 36 car parking spaces to be provided.

The LHA are aware that the existing site has access to two retail units. Therefore, while the existing site has no access to parking spaces the LHA have no objection to these units being renovated following the fire. This is because 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.

However, the LHA object against the site adding a further 2 units along with 7 apartments being created. This is because the addition of 2 units and 7 apartments will increase the need for parking facilities to be provided at the site.

Usually, the LHA can rely on the street scene to provide some form of on-street parking for visitors and occupiers of a site when there is a shortfall in parking.

However, the site is unable to rely on the street for parking in this case. This is because firstly, Berry Lane is subject to a Traffic Regulation Order (TRO) with bays along the road having limited waiting times. These bays allow for vehicles to park along the public highway for one hour during 9am-6pm Monday-Saturday. Therefore, these bays during the hours the Order is in operation, is unsuitable for the occupants of the proposed 7 apartments along with the employees of the 2 additional units. This is because every hour these vehicles will have to be moved to comply with the TRO.

Warwick Street does not have a TRO which restricts parking but there is limited spare on-street capacity for vehicles associated with the proposal to park. This is because as seen on a site visit undertaken by the LHA on 8th December 2021 and by reviewing Google Streetview, on-street parking on both sides of the carriageway is a regular occurrence and there is limited spare capacity for other vehicles to park.

Vehicles park on-street in this area because Warwick Street is home to a number of existing retail and industrial units as well as a number of dwellings. These units and dwellings, alike the proposal, do not have access to any off-street parking facilities. Therefore, parking demand for occupants of the dwellings and the units all occur on-street. This means there is limited capacity for the street to provide further parking spaces, especially when the shortfall is 36 spaces for the proposal as a whole.

Therefore, increasing the likelihood of further on-street parking in the area could lead to inappropriate parking associated with the proposal to occur. This would be to the detriment of highway safety and contrary to paragraph 111 of the National Planning Policy Framework 2021.

The proposal could also further impact on the traffic flow of Warwick Street, which is prone to double parking along both edges of the carriageway. The street, as seen during the site visit on 8th December 2021 and by reviewing Google Streetview, is limited to one-way vehicle movements occurring. This is because due to vehicles being parked on both sides of the carriageway, the carriageway is then too narrow for two-movements to occur. Therefore, when two-way movements are occurring the street, one vehicle has to wait in a space while the other passes.

Further intensifying on-street parking in this location following the proposal, will mean that there is a lack of free space for vehicles to wait while another one passes like the existing situation. Therefore, the likelihood is further collisions are likely to occur which would be to the detriment of highway safety.

Furthermore, there is inadequate space and no provision on the site plans for disabled bays, electric vehicle charging points and the loading of goods by residents who could potentially occupy one of the 7 apartments.

Therefore, the LHA advise refusal based on the reasons above.

Informative

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

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