

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/1262
Our ref D3.2021.1262
Date 8th February 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2021/1262**

Address: **Land at the North of the Chapel Hill site Longridge**

Proposal: **Full application for the erection of 4no. commercial units (Use Class E).**

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 erection of 4 commercial units with the Use Class E at the land to the north of the Chapel Hill Site, Longridge.

The LHA have reviewed the supporting documents and understands that the proposal will be for the old Use Class B1 which is for business and light industrial units.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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Site Access

The LHA are aware that the proposal will continue to utilise and extend the private, unadopted internal road located directly off Chapel Hill, which is a B classified road subject to a 30mph speed limit.

The private, unadopted internal road currently serves the Household Waste Disposal Centre and the Chapel Hill Trading Estate which contains various levels of the old B1, B2 and B8 use classes.

The LHA have reviewed IP drawing number 3 Rev B titled "Plans and Elevations As Proposed" and are satisfied that the access width and the visibility splays shown in the Transport Statement, comply with the LHAs guidance. Therefore, the LHA have no further comments to make regarding the site access.

Highway Safety

There have been three recorded Personal Injury Collisions (PICs) within 200m of the site access 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 IP drawing number 3 Rev B titled "Plans and Elevations As Proposed" and are aware that the site will provide 30 car parking spaces for the proposal. This however does not comply with the parking standards found in the Joint Lancashire Structure Plan, which requires a B1 development in Longridge with the internal floor area of 1256 square metres (sqm) to provide 40 car parking spaces.

It is worth noting that the LHA are aware that the site is in close proximity to bus stops which serve services to Preston and the Longridge area. However, should visitors to the site travel from outside these areas, the most likely mode of travel is by vehicle leading to the need for further car parking spaces to serve the site. Therefore, the LHA require the additional 10 spaces to enable the site to comply with the LHAs guidance. This should be shown on a revised plan.

The LHA also require on the revised plan a loading area for Unit 1. This is because currently there is no area for servicing for Unit 1 and so the LHA are concerned that any servicing vehicles will block the use of the internal road into and out the site. The LHA advise that the area should be located adjacent to the Unit, in the same area as the proposed parking spaces. This will enable servicing vehicles to be adjacent to the Unit, while the car parking spaces can be relocated further along the internal road.

The dimensions of the loading area should be a minimum of 2.4m x 15m as a guide to enable Heavy Good Vehicles (HGV) to use the space but the LHA will require a tracking drawing to ensure that the proposed dimensions are adequate.

The LHA require the space to be large enough for an HGV to use because there is a lack of designated areas for HGVs to park within the site. Not only this but should an HGV or another delivery vehicle be servicing one of the other units, the area can then be used as a waiting area until the vehicle exits the site. This is because there is a lack of space in the upper part of the site for a HGV and a Delivery Van for instance, to service the 3 units at the same time as shown on the tracking drawing in the Transport Statement.

Furthermore, the LHA require another tracking drawing showing that two-way movements between an HGV and a vehicle can be undertaken simultaneously along the internal carriageway within the site. This is because the LHA are concerned that should an HGV be using the internal carriageway it may be too narrow for two-movements to occur. Therefore, the LHA require further evidence to ensure that the width of the internal carriageway is suitable for the site.

Should the internal carriageway be deemed not suitable, the LHA would require the proposed carriageway to be widened which should be shown on a revised plan.

Conclusion

Before the LHA are able to fully assess the application, further information is required.

Yours faithfully

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