

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2020/0911
Our ref D3.2020.0911
Date 10th March 2022

FAO John Macholc

Dear Sir/Madam

Application no: **3/2020/0911**

Address: **Shackletons Garden Centre Ltd Clitheroe Road Chatburn BB7 4JY**

Proposal: **Proposed two-storey extension to rear and re-modelling of home and garden centre, including additional indoor and outdoor retail space and increased cafe area and play area.**

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 proposed extension to an existing garden centre and café at Shackletons Garden Centre, Clitheroe Road, Chatburn.

The LHA previously responded to the application on 24th February 2022, requesting further information regarding the proposed secondary access.

Phil Durnell

Director of highways and Transport
Lancashire County Council
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In response the Agent has amended the secondary access which is shown on DTPC drawing titled "Updated Paths." This will be reviewed below.

The LHA also responded to the application on 11th December 2020, 7th January 2022 and 24th February 2022. The LHA request that these responses are read in conjunction with the revised observations.

Site Access

The LHA understands that the site currently has two accesses which were approved under application reference 3/2003/0098 on 10th June 2003. The primary access is located directly off Clitheroe Road which is a C classified road subject to a 40mph speed limit, while the secondary access is located off Worston Road, a C classified road subject to a 30mph speed limit.

The LHA have reviewed Stanton Andrews drawing number PL.01 Rev F titled "Proposed Site Plan," and understands that both accesses will be relocated following the proposal.

The LHA have reviewed the primary access which will be used to serve the car park, located off Clitheroe Road and are satisfied that the access arrangements complies with the LHAs guidance.

The LHA have also reviewed the amended secondary access provided on DTPC drawing titled "Updated Paths." The LHA understands that the access will be widened to approximately 19.5m wide with the north side of the access having a radius of 7.6m. The internal carriageway will also be widened to 6.75m until returning to 6m wide approximately 18m into the site.

The LHA welcome these changes and are now satisfied that the access arrangements will be safe and suitable for large, refuse vehicles to use with the swept path drawing showing that large vehicles have a clear path into and out of the site. Therefore, the LHA are satisfied that the access arrangements complies with the LHAs guidance.

The LHA inform the Applicant that any alterations to the access will be subject to a Section 278 agreement and the existing accesses will have to be stopped up with full height kerbs.

Trip Generation

The LHA have undertaken a TRICS assessment of the existing and proposed use of the site. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The assessment for the development can be viewed below:

Land Use: Garden Centre	Weekend Peak (1200-1300)		
	Arrivals	Departures	Two-Way
Trip Rate Per 100sqm	1.402	1.316	2.718
Existing Trip Generation	61.1	57.3	118
Additional Trip Generation	32.3	30.4	63
Total Trip Generation	93.4	87.7	181

Table 1: Proposed trip generation to the Garden Centre

The proposed extension, as shown in Table 1, could generate 63 additional two-way car trips during peak hours. This means that 181 two way car trips could occur at the site during peak hours.

The LHA are satisfied that the additional trips associated with the proposed development would be unlikely to lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe and so have no concerns regarding the expected trips to the site.

Internal Layout

The LHA have reviewed Stanton Andrews drawing number PL.01 Rev F titled "Proposed Site Plan," and understands that the existing car park will be extended from 155 car parking spaces to 241 spaces, following the extension to the site. An increase of 86 car parking spaces.

While the quantity of parking spaces at the site does not comply with the parking standards as found in the Joint Lancashire Structure Plan, which requires an extension to an existing Class E site with the internal floorspace of 2308sqm to provide an additional 110 spaces, the LHA will accept the shortfall in this case.

The LHA will accept the shortfall because the quantity of spaces at the site were accepted following the first highway comments dated 11th December 2020. Therefore, it would be unreasonable to request further spaces to be provided.

Cycle facilities are also provided at both accesses.

Conditions

1.No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.

- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway and verge.

2.No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

3.No building or use hereby permitted shall be occupied or use commenced until the footway has been reinstated to full kerb height, where any vehicle crossover(s) are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

REASON: To maintain the proper construction of the highway and in the interest of pedestrian safety.

4. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Stanton Andrews drawing number PL.01 Rev F and DTPC drawing titled "Updated Paths" 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).

5.Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

6.The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Stanton Andrews drawing number PL.01 Rev F. 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).

7.No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed. The area shall thereafter be kept free of obstruction and available for the parking of cycles only at all times.

REASON: To ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

8. Prior to commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority for a highway surface water drainage scheme. The development should be undertaken in accordance with the agreed details and the scheme shown on the approved drawing shall be constructed in accordance with the approved details.

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

Informatives

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours faithfully

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