

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2020/0911  
Our ref D3.2020.0911  
Date 24<sup>th</sup> February 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**

#### **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 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 7th January 2022, requesting further information regarding the relocation of the proposed primary and secondary access.

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#### **Phil Durnell**

Director of highways and Transport  
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In response, the Agent has provided a Technical Note provided by the Transport Consultant and a revised site plan provided by Stanton Andrews drawing number PL01 Rev E. These will be reviewed below.

The LHA also responded to the application on 11<sup>th</sup> December 2020. The LHA request that both responses are read in conjunction with these revised observations.

### **Site Access**

The LHA understands that the site currently has two accesses which were approved under application reference 3/2003/0098 on 10<sup>th</sup> 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 E 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 also welcome that the access and the internal carriageway will only have two lanes, one "in" lane and one "out" lane, which the LHA advised in the previous highway comments dated 7th January 2022.

Furthermore, the LHA have reviewed the visibility splays shown on the drawing and are satisfied that the access can provide the minimum visibility splays for a 40mph road.

It is also worth noting that the LHA will accept the relocation of the access. This is even though the LHA had concerns in the previous highway comments dated 7th January 2022, that the access would create an informal crossroads, given that the access would overlook the access serving Pendle Trading Estate. However, by reviewing the Technical Note and the LHA accepting the relocation in the first consultation dated 11<sup>th</sup> December 2020, the LHA will accept the location given that the relocation is not detriment to highway safety. Therefore overall, the LHA are satisfied with the access arrangements located off Clitheroe Road.

As already mentioned above, the secondary access located off Worston Road will also be relocated following the proposal. The access will be used for deliveries and as a parking area for staff members.

The LHA have reviewed Stanton Andrews drawing number PL.01 Rev E titled "Proposed Site Plan," and are still concerned regarding large, delivery and refuse vehicles using the access. This is because as shown on the swept path drawing, refuse vehicles turning left into the site from the public highway, are still extremely close to the footway located at the site access.

Refuse vehicles exiting the site and turning right onto Worston Road, are also extremely close to the grass verge and the footway as it exits the site. Therefore, as expressed in the previous comments dated 7th January 2022, the LHA require the site access to be widened to enable movements from large vehicles. This should be shown on a revised plan along with a revised swept path drawing.

### **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:

<b>Land Use: Garden Centre</b>	<b>Weekend Peak (1200-1300)</b>		
	Arrivals	Departures	Two-Way
<b>Trip Rate Per 100sqm</b>	1.402	1.316	2.718
<b>Existing Trip Generation</b>	61.1	57.3	118
<b>Additional Trip Generation</b>	32.3	30.4	63
<b>Total Trip Generation</b>	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 E 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 11<sup>th</sup> December 2020. Therefore, it would be unreasonable to request further spaces to be provided.

The LHA also welcome the introduction of cycle facilities for the secondary access, which will be used by staff members. The need for these facilities were expressed during the previous comments.

### **Conclusion**

The LHA require the secondary access to be redesigned to enable large, delivery and refuse vehicles to use the access safely without being close to any footways when undertaking turning movements. Therefore, should a revised plan be submitted quashing these concerns by widening the access, the LHA will have no objection to the proposal.

Yours faithfully

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