

TECHNICAL NOTE



from:	[REDACTED]	date:	16/2/2022
subject:	3/2020/0911. Shackletons Garden Centre Ltd Clitheroe Road Chatburn BB7 4JY, Proposed two-storey extension Including additional indoor and outdoor retail space and increased cafe area and play area.	file ref:	J1168-TN1

Introduction

A detailed planning application has been submitted with supporting Transport Statement, this has been reviewed and clarification is sort on a number of areas.

This Technical Note sets out the response to the feedback.

Feedback and Responses

The feedback set out the following concerns in *italics*, responses shown in **bold**:

The information regarding the traffic survey from the Transport Consultant, DTPC, has not been forthcoming.

attached

The LHA have reviewed Stanton Andrews drawing number PL.01 Rev D titled "Proposed Site Plan," and understands that following the extension to the existing Garden Centre both accesses will be relocated.

Firstly, the primary access which will continue to be used by visitors to the site, will be relocated 6m to the right of the existing access along Clitheroe Road, as stated in the Transport Statement provided by DTPC.

The LHA have reviewed the revised site plan provided by Stanton Andrews and understands that the width of the proposed access will be approximately 10m wide adjacent to the public highway. This will be reduced to an internal carriageway width of approximately 6.2m, a distance of 18m from the public highway.

The width of the proposed access complies with the LHAs guidance which requires an access serving a Garden Centre to be 6m wide for a total distance of 10m behind the highway boundary.

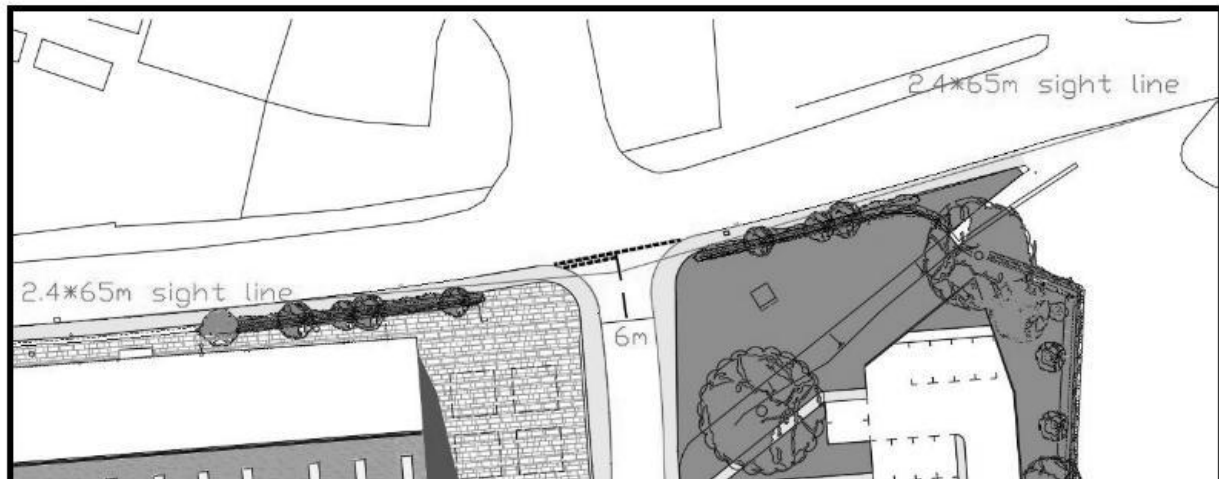
Noted and taken on board as part of the access review below.

The LHA have also reviewed the visibility splays shown at the proposed access off Clitheroe Road and understands that the site can provide visibility splays of 2.4m x 43m in both directions.

However, the visibility splays shown on the drawing do not comply with the LHAs guidance for a 40mph road. Instead, the LHA require minimum visibility splays of 2.4m x 65m to be

provided at the site to comply with the LHAs guidance found in Lancashire's "Creating Civilised Streets" document.

The LHA remind the Applicant that should the proposed access not be able to provide the minimum visibility splays for a 40mph road, the LHA require a speed survey to be undertaken at the proposed site access, demonstrating the 85th percentile speeds of traffic along Clitheroe Road. The speed survey should then be submitted along with a visibility splay drawing to the LHA.



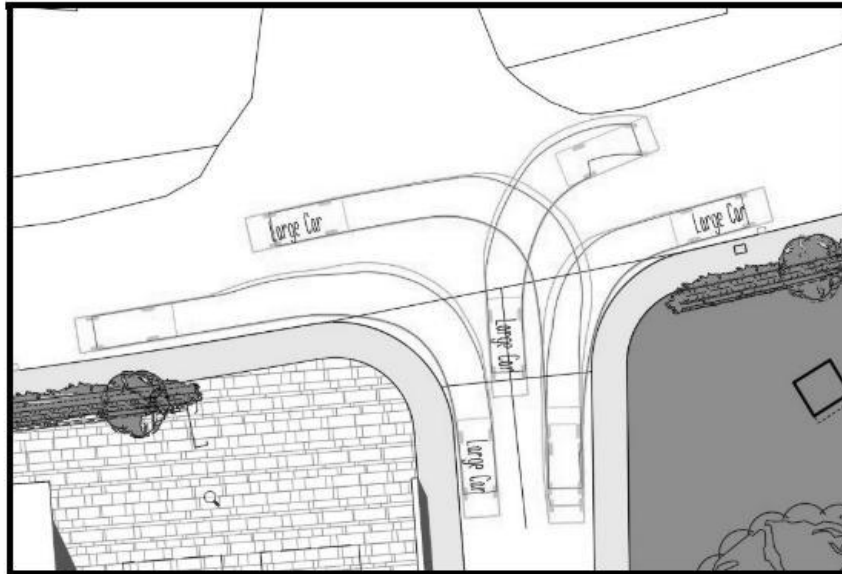
The LHA are concerned about the relocation of the proposed access. This is because the proposed access will create an informal crossroad junction along Clitheroe Road. A crossroads will occur in this location due to the proposed access overlooking an industrial access which serves Pendle Trading Estate. Therefore, the LHA advise that the proposed access is further relocated along Clitheroe Road due to highway safety concerns associated with creating an informal crossroads.

The access was originally designed as a typical priority junction with no flaring at the junction itself to accommodate two vehicles exiting in response to a highway request set out in the 11/12/2020 pre app reply.

No concerns were raised regarding the junction location.

The LHA also have concerns associated with the site entrance/exit having 3 lanes as shown on the drawing. This is because the width of the carriageway which is approximately 6.2m wide, is extremely narrow to incorporate 3 lanes. Therefore, the LHA are concerned that due to the carriageway being narrow that conflicts could occur between vehicles manoeuvring into the correct lane.

The road width was designed to accommodate 2 out and 1 in for cars only to the car park with a width ranging from 6.2m to over 8m



Not only this but the LHA are concerned that vehicular visibility for vehicles using the left lane will be skewed when vehicles are using the right lane when exiting the site. This is because the vehicle in the right lane will be blocking the view which could cause conflicts to occur should vehicles in the left lane guess when the road is clear. This would be to the detriment of highway safety.

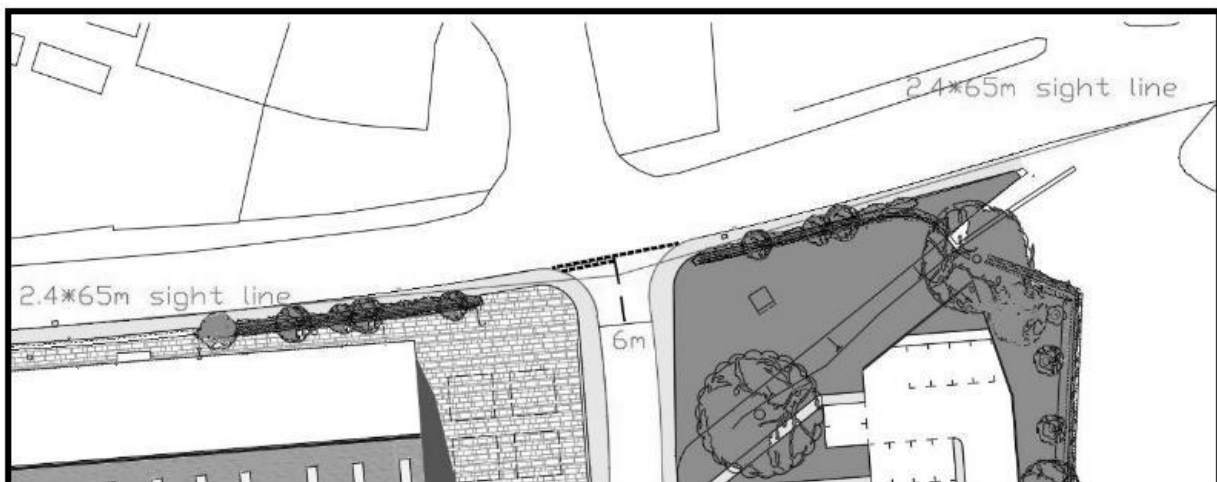
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As stated above the change to a flared access was in response to a highway request set out in the 11/12/2020 pre app reply.

The new entrance off Clitheroe Road should also be widened to allow 1x in lane and 2x out lanes i.e. 1 left turn out 1 right turn out. Thorough sweptpath analysis should also be provided to prove both of the access points and carparks safe accessibility.

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That said the junction with the centre line and markings shown as below delivers the access in a simpler form with a 6m width.

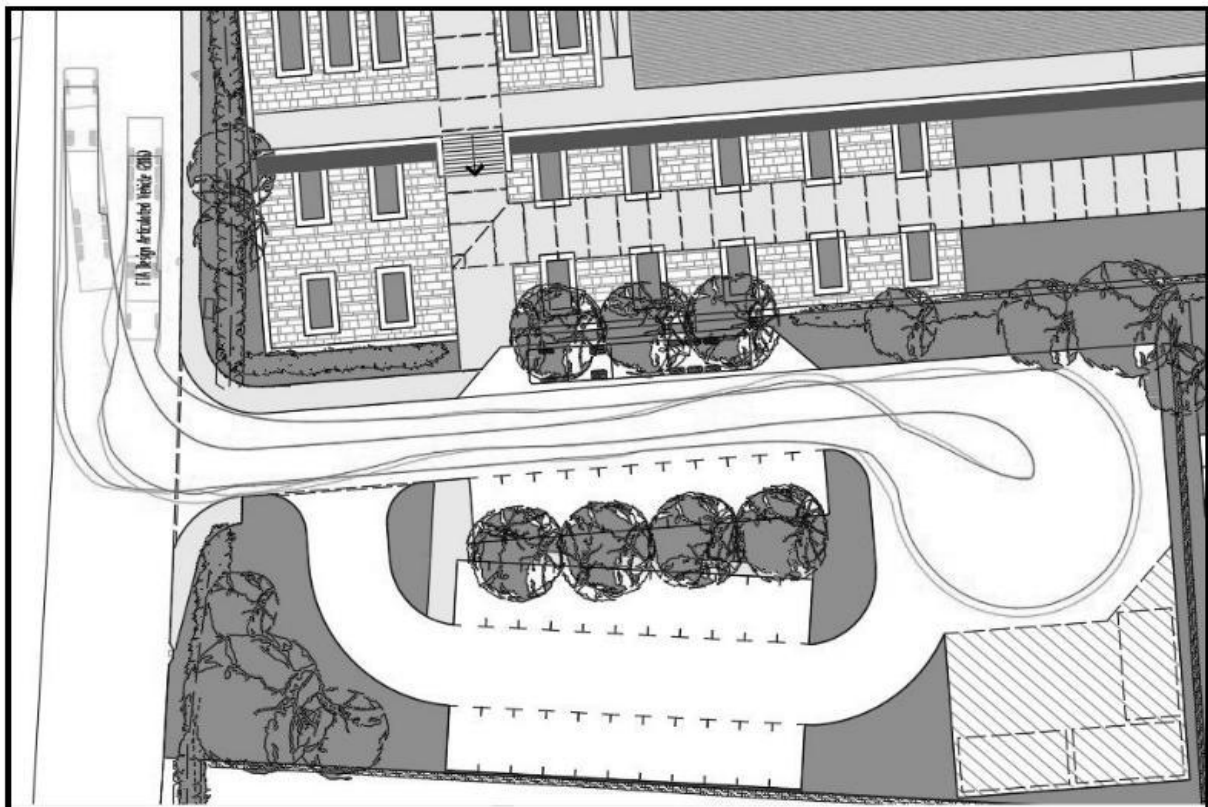


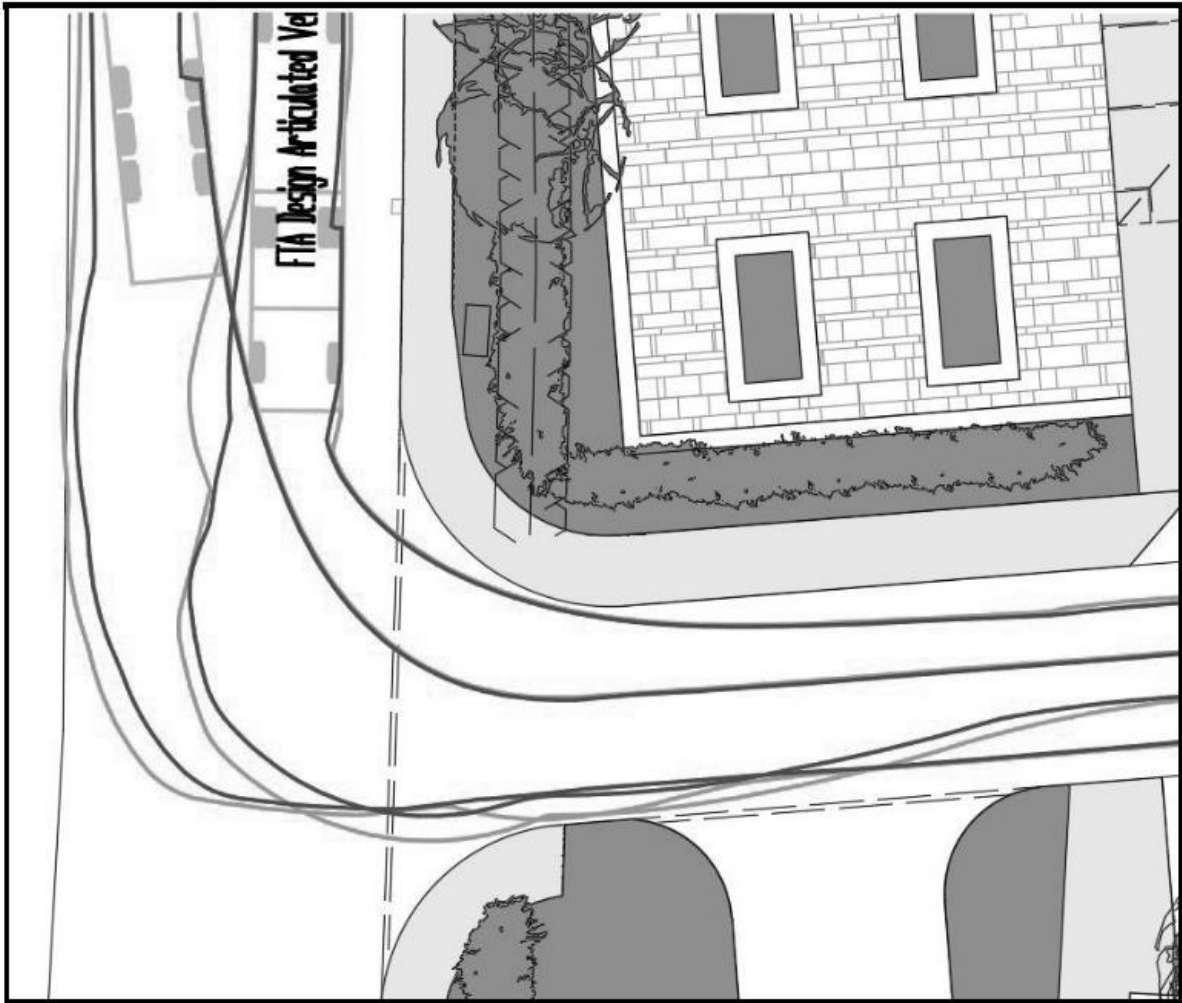
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The drawing also shows its extremely narrow for delivery vehicles to enter the site, with the swept path being extremely close to the footway. Therefore, the LHA require the access and the carriageway into the site to be widened which should be shown on a revised drawing. A revised swept path analysis drawing should also be submitted.

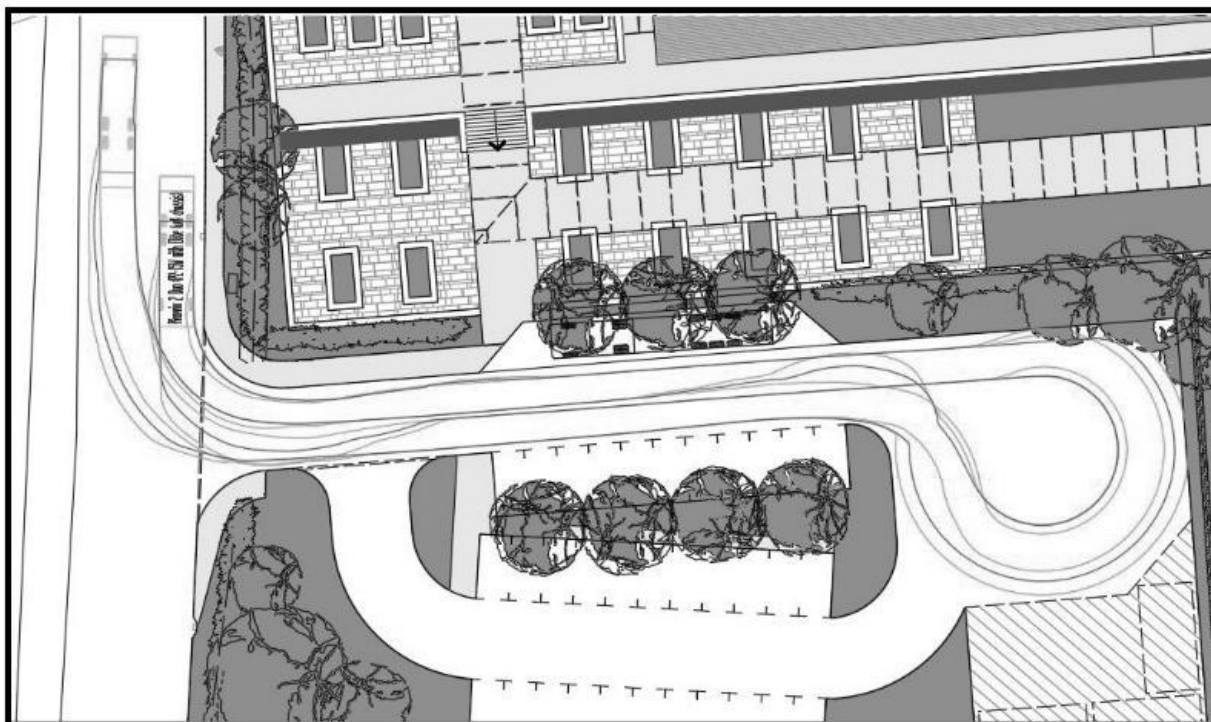
The paths have been updated to show the turn can take place with no overlaps, it should be noted that the green lines indicate the edge of the vehicle body and the redlines the track of the wheels.





That path to the left on exit extends around 10m, there are no paths south of the site as such any users would be limited in numbers.





The LHA have reviewed the Transport Statement provided by DTPC and understands that the Transport Consultant undertook a survey and a TRICS assessment. However, in the Transport Statement there is no information regarding when the survey was undertaken and so the LHA are unable to accept the traffic survey, unless the information is forthcoming.

For completeness survey attached even though not required from review below.

As a consequence, the LHA have undertaken their own TRICS assessment. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

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.

Confirmation appreciated.

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.

This is because the LHA in the previous highway comments dated 11th December 2020, previously accepted the same shortfall in car parking spaces at the site. Therefore, it would be unreasonable to request that that the site provides more spaces at the site.

Confirmation appreciated, the norm is that the increased offer may create new trips but also extends the current dwell time on site thus no direct increase in spaces for this.

The LHA would require secure and undercover cycle facilities to be provided at the secondary access located off Worston Road so that staff members have access to cycle spaces as well. This should be shown on a revised plan.

Agreed and added.



2022

TECHNICAL NOTE



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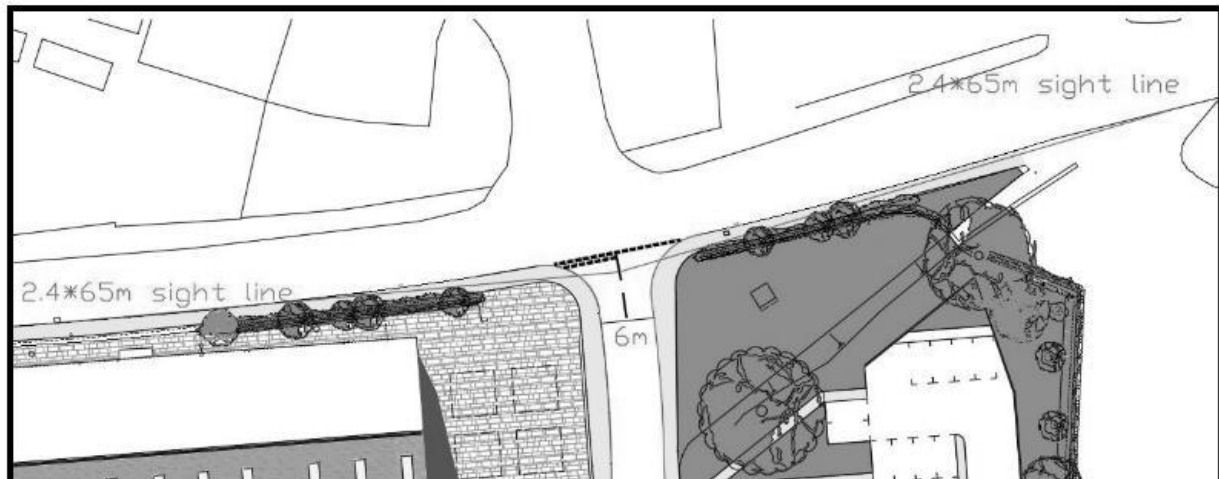
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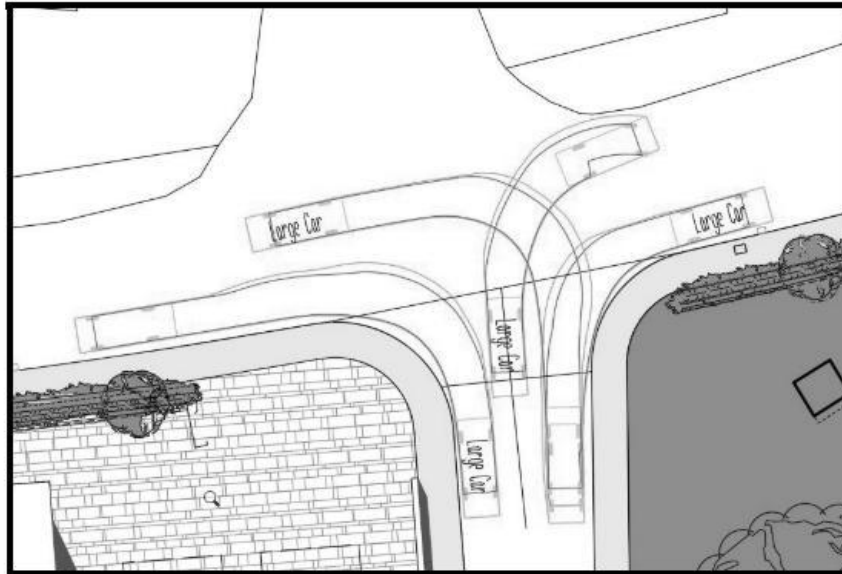
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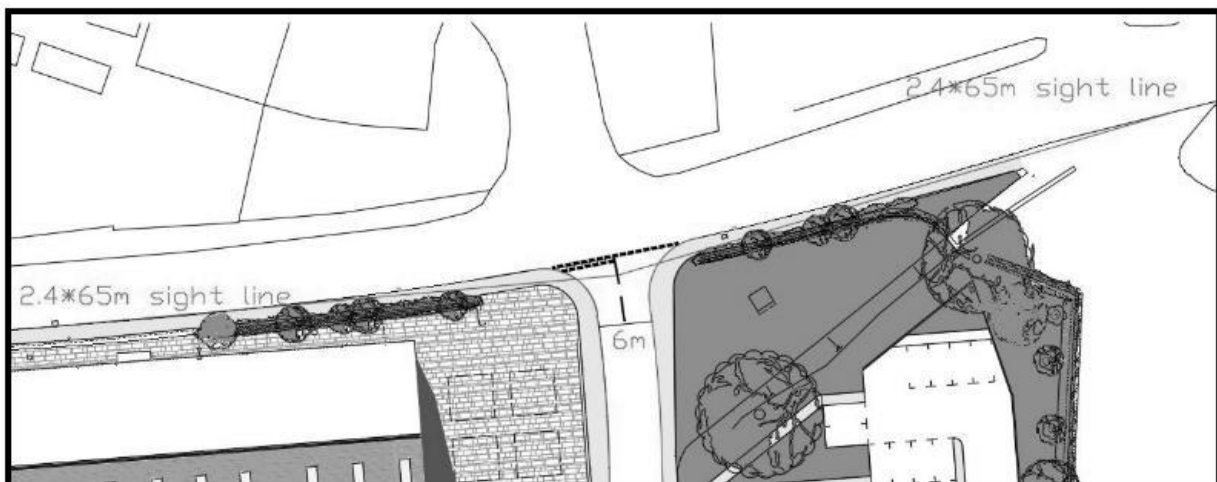
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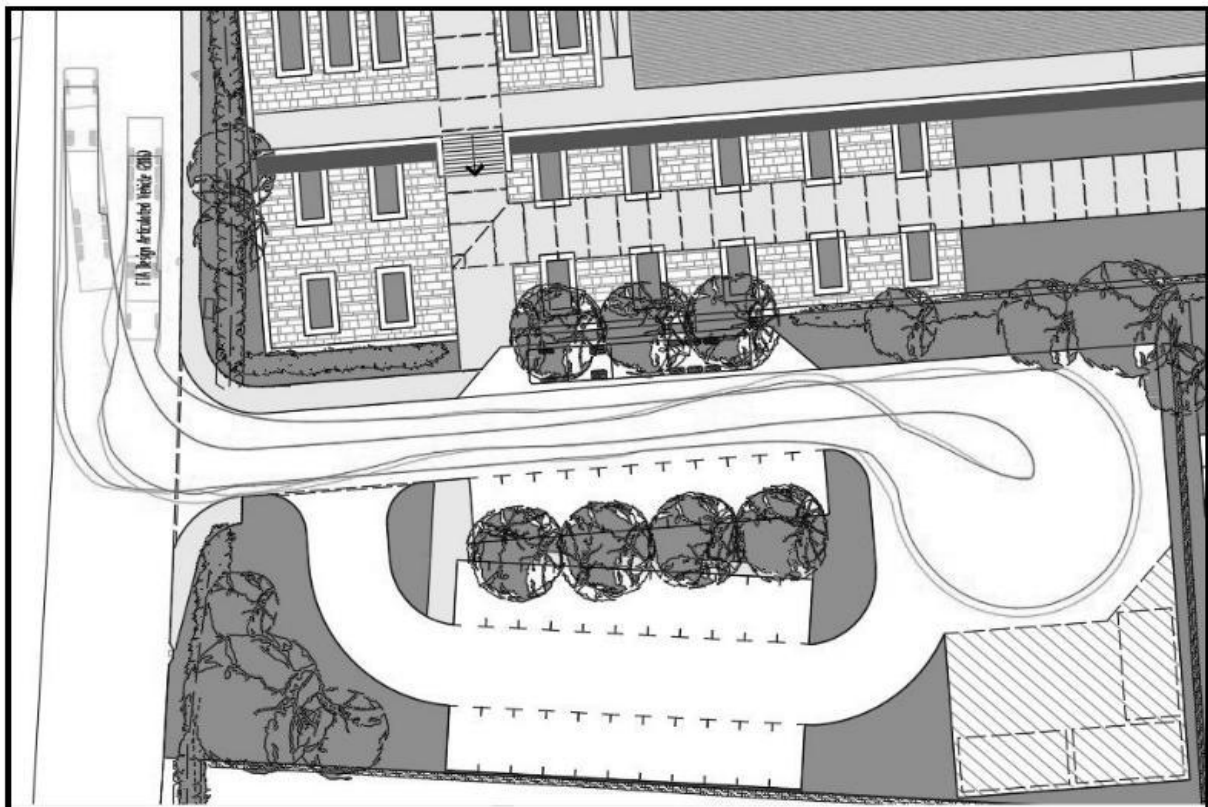


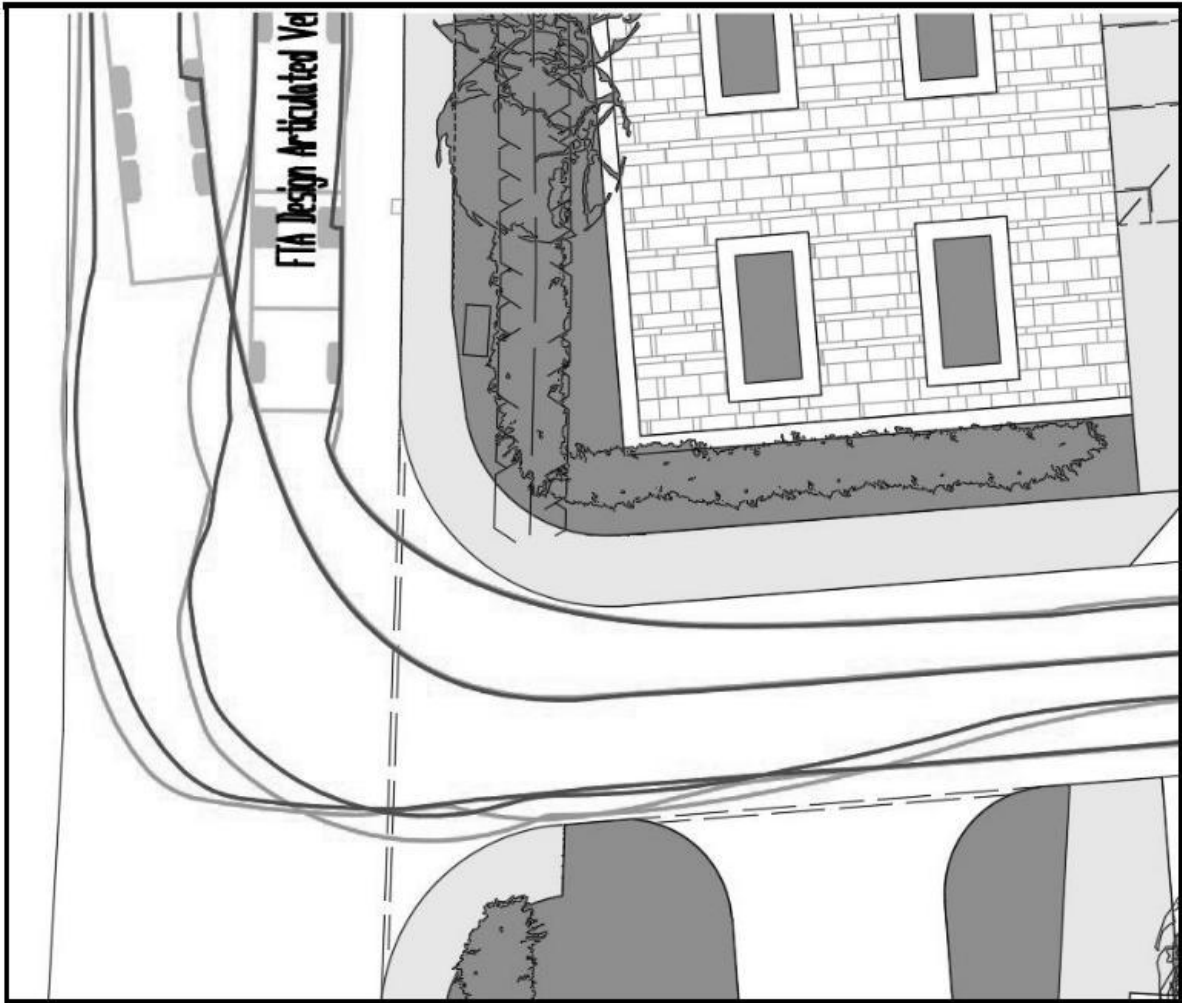
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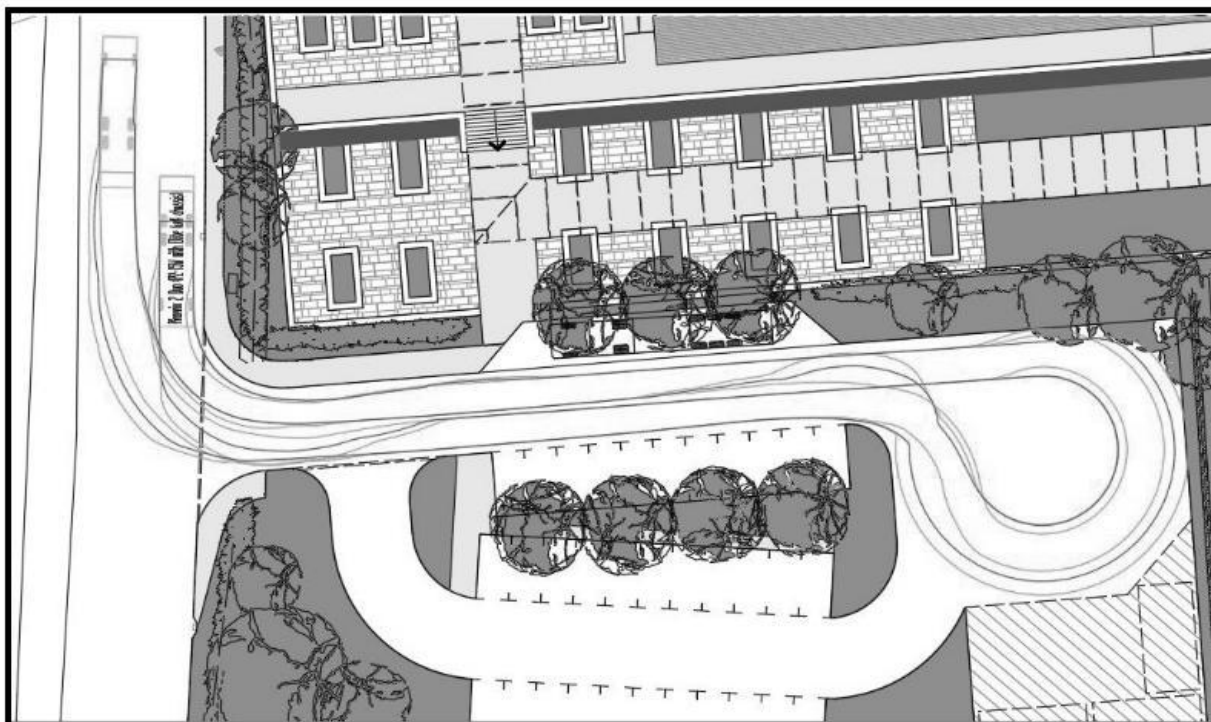
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Agreed and added.



2022

roof and site plan

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Drawing is to be read in conjunction with all relevant consultants and specialist drawings. (As existing) drawings based on information provided by others - no measured survey of the property has been undertaken by the architect. This drawing is subject to copyright.

revision	date	note
A	19.07.2019	issued for pre-app
B	10.2020	submitted for planning
C	01.2021	amendments for highways
D	11.2021	amendments for highways
E	02.2022	amendments for highways

broken red line surrounding the garden centre buildings indicates extent of existing arrangement (including polytunnels)

staff and servicing/delivery access moved along worston road (broken red line indicates existing) to suit proposed extensions to garden centre

red hatch indicates 2.4x43m visibility splays to staff/servicing access

5 no. staff cycle bays (10 spaces) added to staff/servicing entrance area to suit highways advice

service yard to incorporate delivery bay to maintain possibility of two-way traffic

turning head sized to accommodate articulated vehicles (indicative vehicle tracking illustrated in grey) - turning head to operate as a holding area should it be necessary at busy periods

hatched area to service yard indicates storage area for goods delivered to site. broken lines indicate pallets/containers

customer vehicular access moved along clitheroe road (broken red line indicates existing) providing regularised parking arrangement and additional forecourt to sales area

red hatch indicates 2.4x65m visibility splays to customer access

site entrance landscaped to provide 'green' buffer whilst maintaining existing gas tank

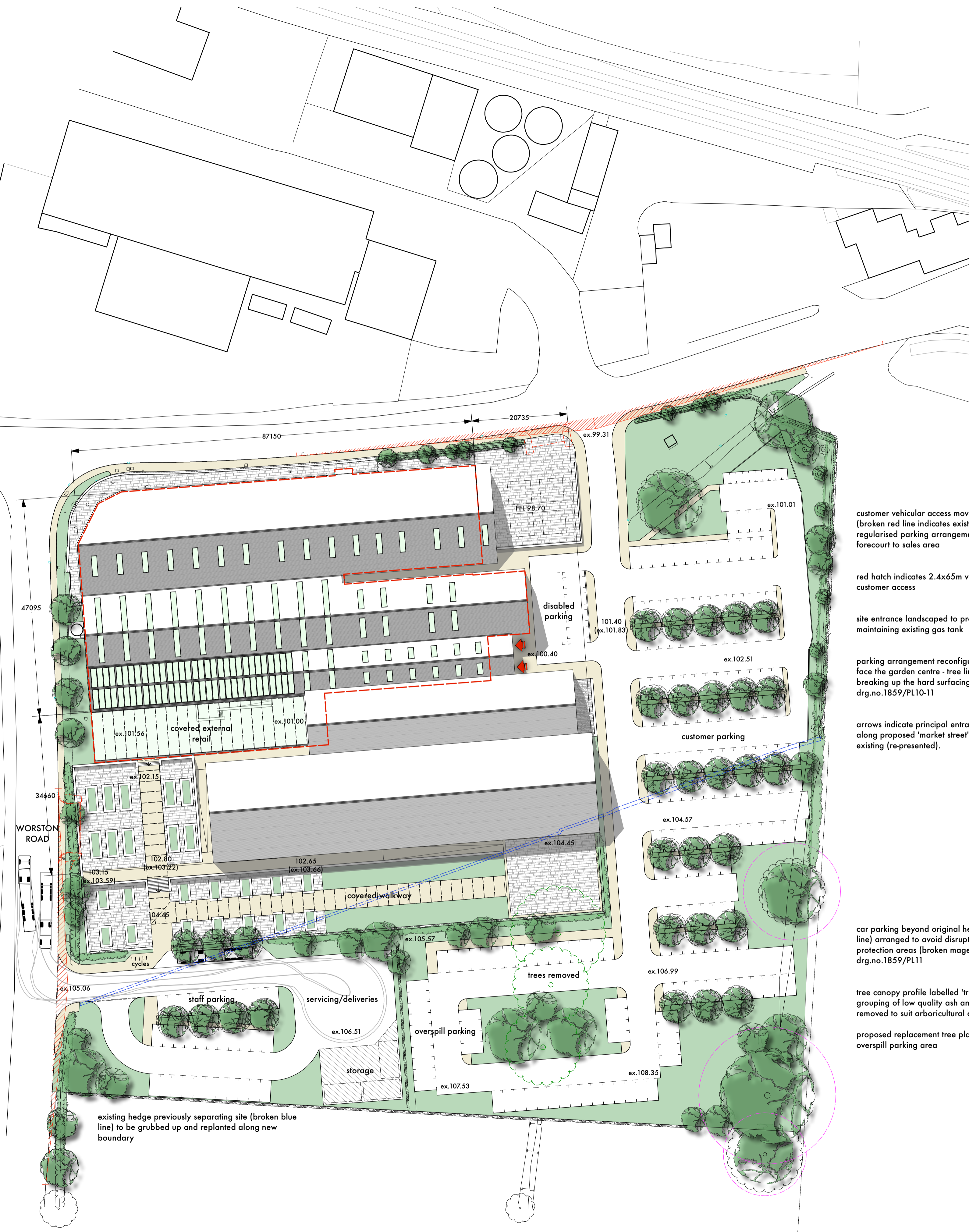
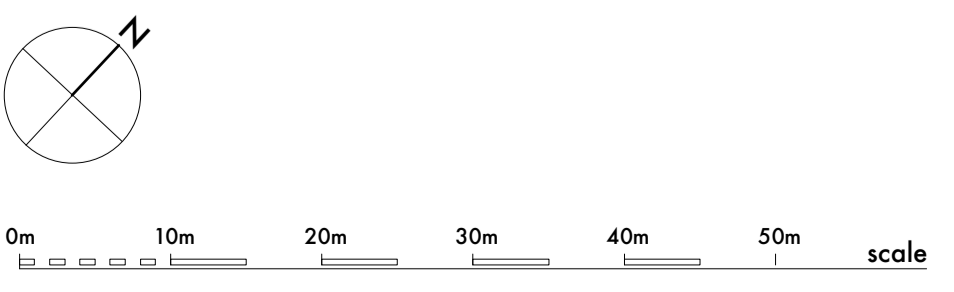
parking arrangement reconfigured and orientated to face the garden centre - tree lined parking runs breaking up the hard surfacing - see drg.no.1859/PL10-11


arrows indicate principal entrance to garden centre along proposed 'market street' - entrance largely as existing (re-presented).

car parking beyond original hedge line (broken blue line) arranged to avoid disruption to existing tree root protection areas (broken magenta lines) - see drg.no.1859/PL11

tree canopy profile labelled 'trees removed' indicates grouping of low quality ash and hawthorn trees to be removed to suit arboricultural assessment/advice


proposed replacement tree planting to central island of overspill parking area





stanton andrews
architects

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t. 01200 444490 e. mail@stantonandrews.co.uk w. stantonandrews.co.uk



Chartered Practice

project
shackletons home & garden

name
proposed site plan

scale
1 to 500 @ A1

project number
18.59

date
02.19

status
planning

drawing number
PL.01

revision
E

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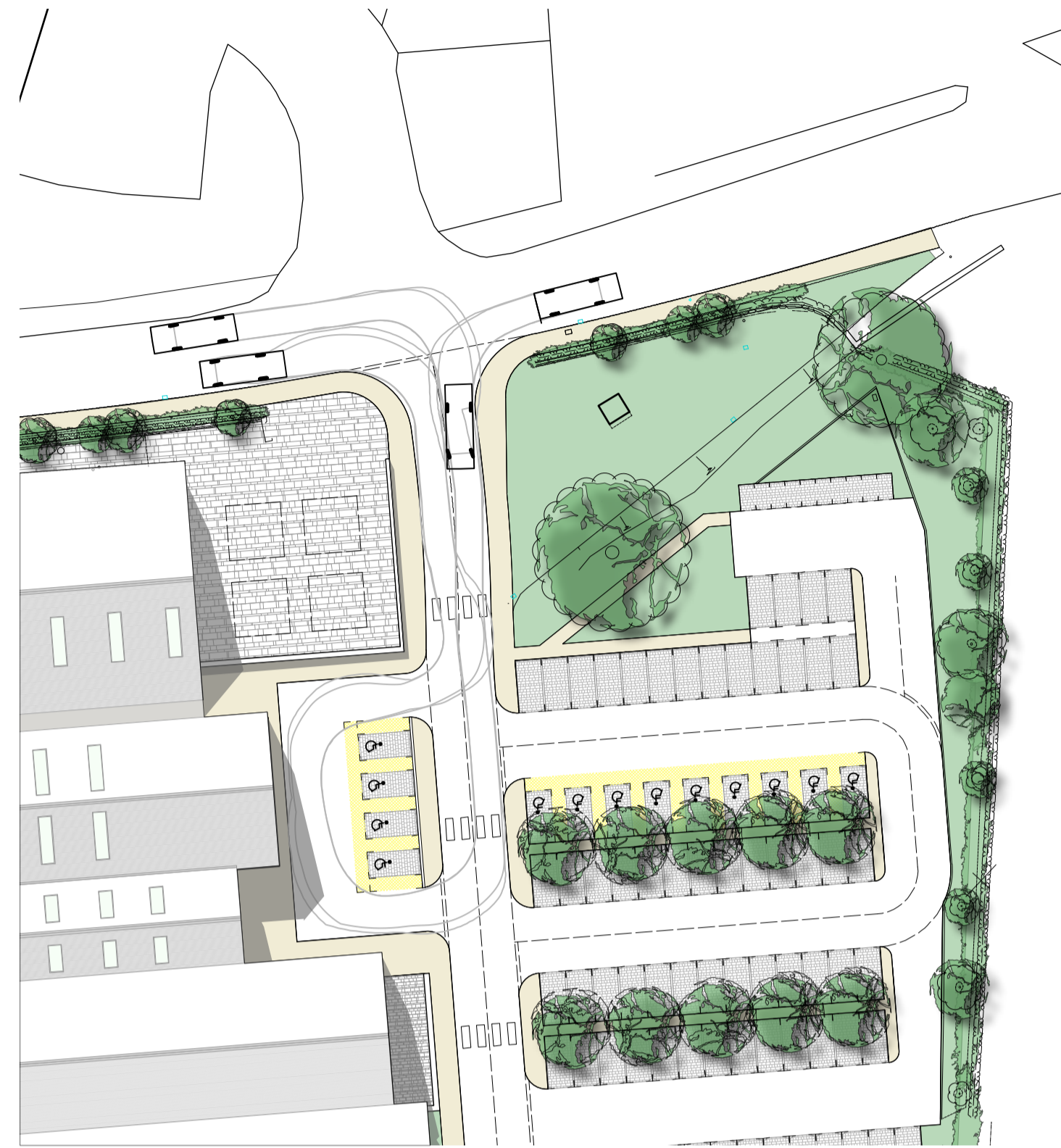
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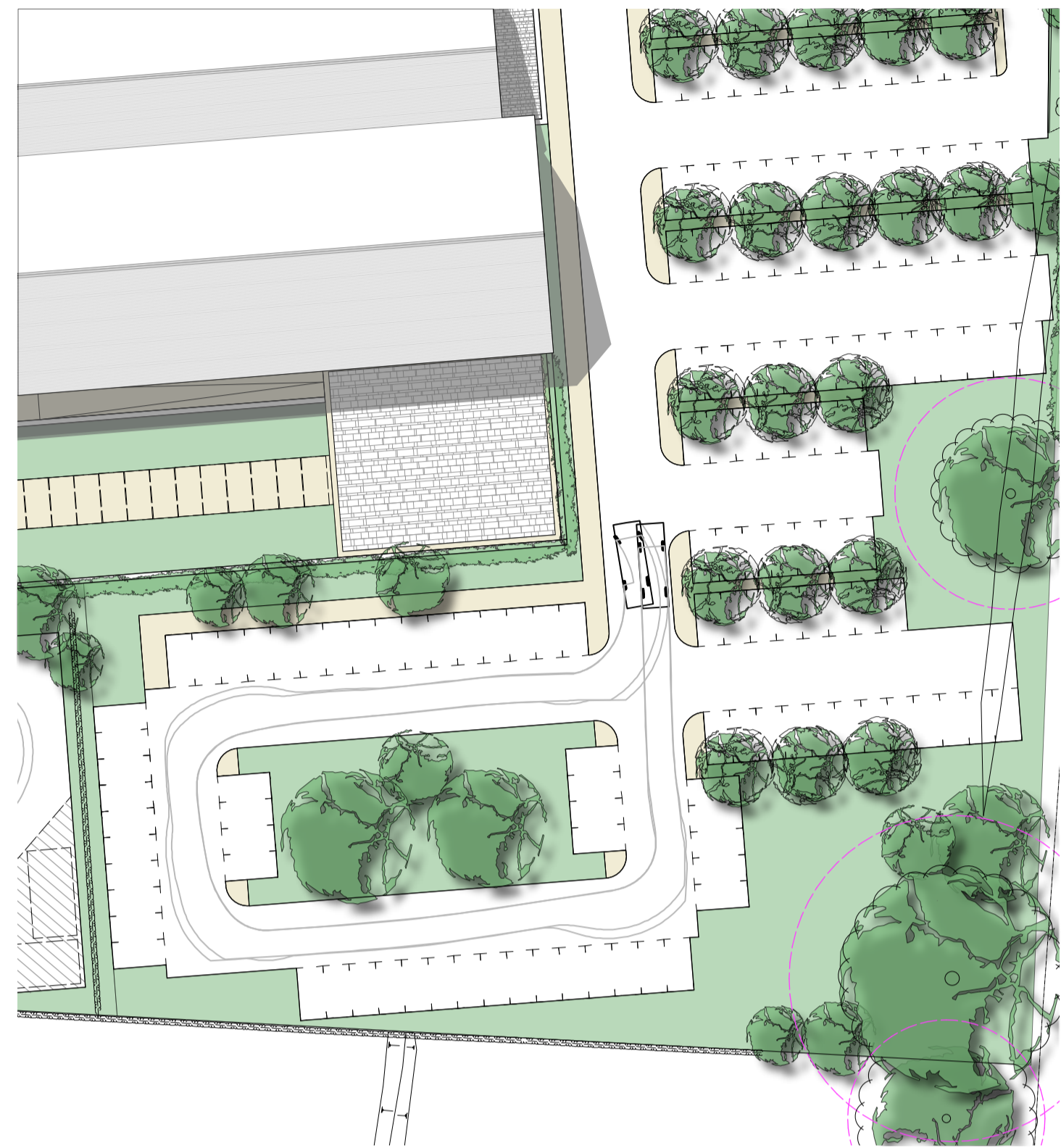
revision	date	note
A	11.2021	issued for information
B	02.2022	updated to suit layout/access amendments for highways



main car park entrance - large car tracking



main car park entrance - emergency fire vehicle tracking (dennis sabre fire engine)



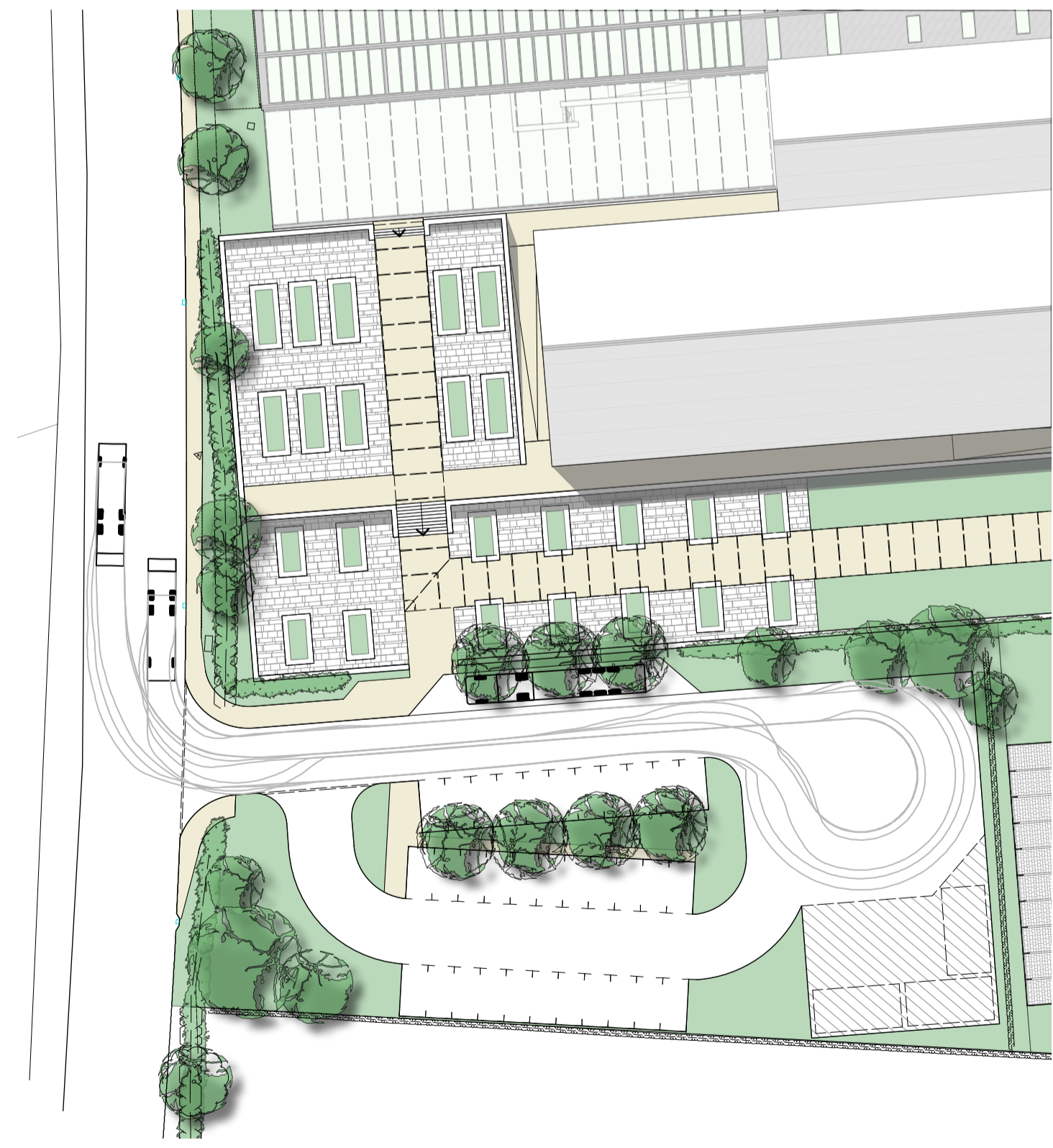
alternative turning - emergency fire vehicle tracking (dennis sabre fire engine)



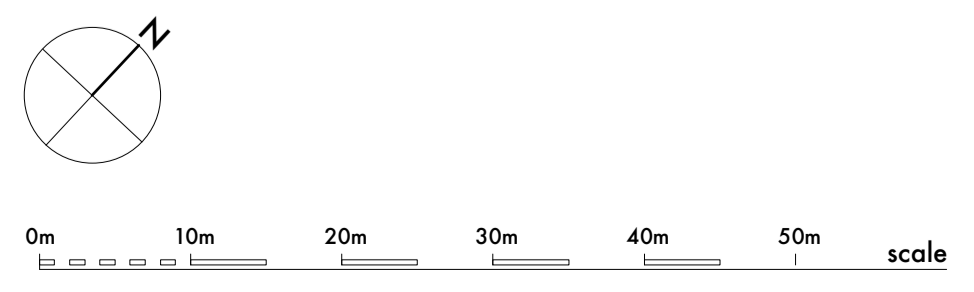
servicing/staff entrance - articulated delivery vehicle tracking




servicing/staff entrance - emergency fire vehicle tracking (dennis sabre fire engine)




servicing/staff entrance - refuse vehicle tracking (phoenix 2 duo - P2-15W with elite 6x4 chassis)





stanton andrews
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44 york street clitheroe BB7 2DL
t. 01200 444490 e. mail@stantonandrews.co.uk w. stantonandrews.co.uk



Chartered Practice

project
shackletons home & garden

name
vehicle tracking

scale
1 to 500 @ A1

project number
18.59

date
02.19

status
planning

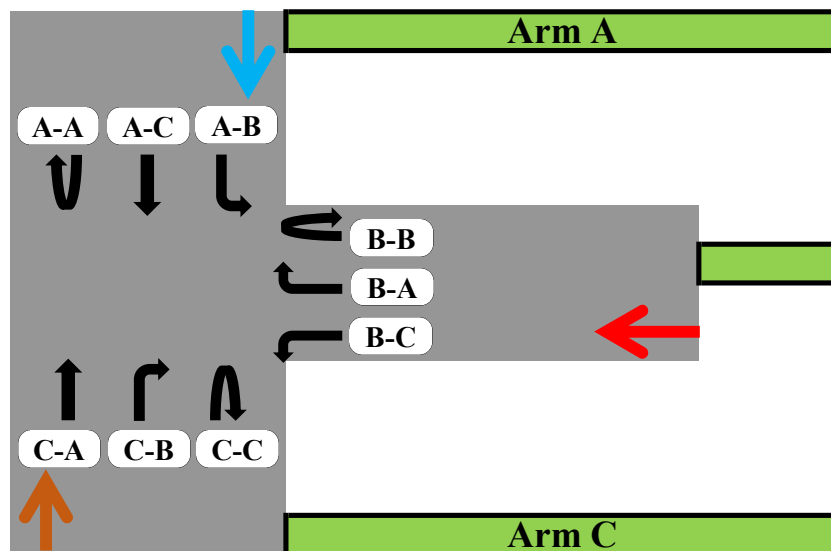
drawing number
PL.12

revision
B

JES Traffic Limited



Site Name	
GPS Position	
Survey Start Date	
Survey Start Time	
Survey End Date	
Survey End Time	



ARM A = CLITHEROE ROAD - NORTH
ARM B = WORSTON ROAD
ARM C = CLITHEROE ROAD - SOUTH



Classes	PC	MC	CAR
PCU	0.2	0.4	1

Site 1
53.887292, -2.359804
7/Mar/20
11:00
7/Mar/20
16:00



Arm B

TLC200

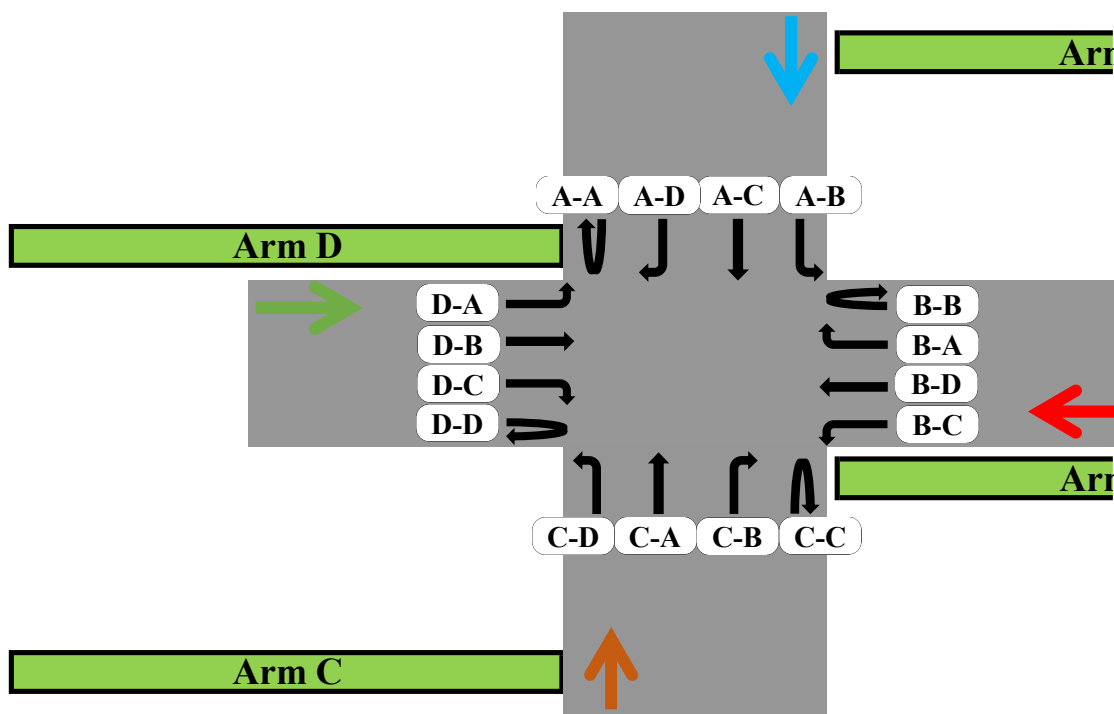
Site 1

LGV	OGV 1	OGV 2	PSV
1	1.5	2.3	2





Site Name	
GPS Position	
Survey Start Date	
Survey Start Time	
Survey End Date	
Survey End Time	



- ARM A = CLITHEROE ROAD - NORTH
- ARM B = SHACKLETONS GARDEN CENTRE ACCESS
- ARM C = CLITHEROE ROAD - SOUTH
- ARM D = INDUSTRIAL ESTATE ACCESS



Classes	PC	MC	CAR
PCU	0.2	0.4	1

Site 2
53.888099, -2.358611
7/Mar/20
11:00
7/Mar/20
16:00

n A



n B



TLC200

Site 2

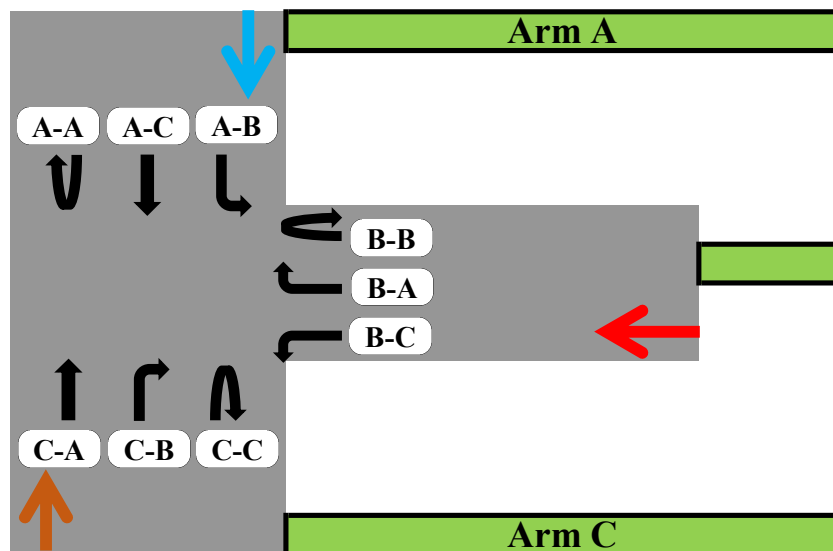
LGV	OGV 1	OGV 2	PSV
1	1.5	2.3	2



JES Traffic Limited



Site Name	
GPS Position	
Survey Start Date	
Survey Start Time	
Survey End Date	
Survey End Time	



ARM A = SAWLEY ROAD
ARM B = DOWNHAM ROAD
ARM C = BRIDGE ROAD



Classes	PC	MC	CAR
PCU	0.2	0.4	1

Site 3
53.892984, -2.352549
7/Mar/20
11:00
7/Mar/20
16:00

Arm B



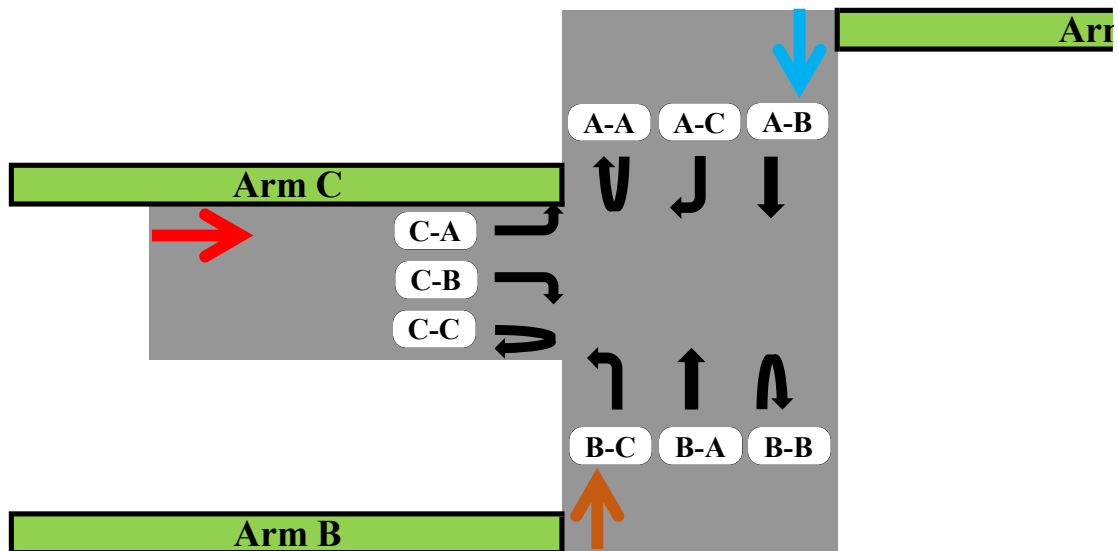
Site 3

LGV	OGV 1	OGV 2	PSV
1	1.5	2.3	2





Site Name	
GPS Position	
Survey Start Date	
Survey Start Time	
Survey End Date	
Survey End Time	



ARM A = A59 - NORTH
 ARM B = A59 - SOUTH
 ARM C = WORSTON ROAD



Classes	PC	MC	CAR
PCU	0.2	0.4	1

Site 4
53.884301, -2.354343
7/Mar/20
11:00
7/Mar/20
16:00

n A



TLC200

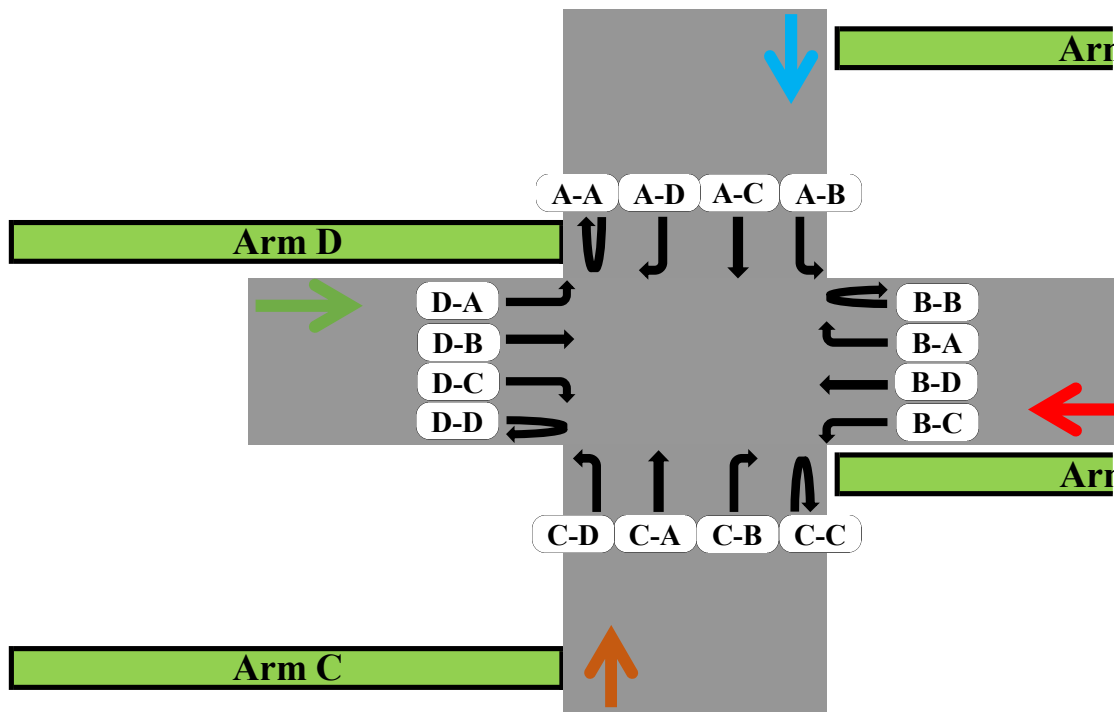
Site 4

LGV	OGV 1	OGV 2	PSV
1	1.5	2.3	2





Site Name	
GPS Position	
Survey Start Date	
Survey Start Time	
Survey End Date	
Survey End Time	



ARM A = CHATBURN ROAD - NORTH
 ARM B = PIMLICO LINK ROAD - EAST
 ARM C = CHATBURN ROAD - SOUTH
 ARM D = PIMLICO LINK ROAD - WEST



Classes	PC	MC	CAR
PCU	0.2	0.4	1

Site 5
53.883877, -2.373712
7/Mar/20
11:00
7/Mar/20
16:00

n A



n B



TLC200

Site 5

LGV	OGV 1	OGV 2	PSV
1	1.5	2.3	2

