

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2020/0911
Our ref D3.2020.0911
Date 7th January 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 are aware that the LHA previously responded to the application on 11th December 2020 requesting further information regarding the relocation of both site accesses, the internal layout of the site and information regarding a traffic survey

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undertaken as indicated in the Transport Statement provided by DTPC dated September 2020.

The Agent has now submitted a revised plan, which is shown on Stanton Andrews drawing number PL.01 Rev D titled "Proposed Site Plan," while the information regarding the traffic survey from the Transport Consultant, DTPC, has not been forthcoming.

The revised site plan will be reviewed below along with the other supporting documents.

It is worth noting that the LHA are aware of the recent planning history at the site with it being listed below:

3/2018/0025- Change of use of agricultural land to extend existing car park. Permitted 01/03/2018.

3/2013/0776- Renewal of planning permission 3/2010/0378. Permitted 11/10/2013.

3/2010/0378- Proposed Aquatics Building. Permitted 02/09/2010.

3/2009/0902- Erection of warehouse and internal security fencing. Permitted 15/01/2010.

3/2008/0296- Erection of a canopy between the sales area and the cafe. Permitted 28/05/2008.

3/2007/0694- Dismantle aquatics building to enable construction of extension (planning approval 3/2007/0329P); re-assemble in new position; re-position security fencing adjacent to relocated aquatics building. Permitted 03/10/2010.

3/2007/0329- Replacement and extension of Aquatics building and installation of two fire doors in replacement building approved under planning reference 3/2005/1034P. Permitted 20/07/2007.

3/2005/0998- Modification of condition no.4 on planning consent 3/1999/0399P to allow the opening of the garden centre to 8pm on Thursdays and Fridays. Permitted 08/02/2006.

3/2005/0999- Use of Cafe as Restaurant open to 2400 hrs on Thursdays to Saturdays. (Retrospective). Permitted 03/09/2009.

3/2005/1000- Increase in the range of goods for sale to include homeware, gifts and indoor fish. (Retrospective). Permitted 03/09/2009.

3/2003/0098- Change of use of agricultural land to provide additional parking, turning circle and growing on area for Garden Centre. Creation of two new accesses and re-routing of footpath. Permitted 10/06/2003.

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. The access is used only for visitors to the site.

The secondary access is located off Worston Road which is a C classified road subject to a 30mph speed limit. The access is to the rear of the site and is used for deliveries and servicing.

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.

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.

Not only this but 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 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.

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.

Therefore, the LHA advise that only two lanes are used at the site entrance/exit. This should be shown along with the relocation of the site access on a revised drawing.

As mentioned above, the secondary access at the site will also be relocated as shown on Stanton Andrews drawing number PL.01 Rev D titled "Proposed Site Plan," further along Worston Road.

While the LHA have reviewed the drawing and the access arrangements along with the visibility splays comply with the LHAs guidance, the LHA are concerned about large delivery vehicles using the access. This is because as shown on the swept path analysis drawing on the revised plan, the delivery vehicle exiting the site and turning right onto Worston Road, overlaps the grass verge and then the footway as it exits the site. 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.

Trip Generation

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.

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 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 D 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. 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.

Not only this but the extension to the site is unlikely to heavily intensive the traffic already generated to the site, as demonstrated in the Trip Generation section of the comments and vehicles are unlikely to inappropriately park on Clitheroe Road which experiences high traffic flows on a day-to-day basis, should the sites car park be full to capacity. Therefore, the LHA will accept the shortfall in parking at the site.

The LHA are also aware the site will provide 13 disabled spaces, 10 motorcycle bays, 4 electric vehicle charging bays and 36 cycle spaces, as stated in the Planning Statement. This complies with the LHAs guidance.

However, 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.

Conclusion

Following the submission of further information, the LHA will be in a better position to fully assess the application.

Yours faithfully

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Lancashire County Council