

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0952
Our ref D3.2021.0952
Date 3rd November 2021

FAO John Macholc

Dear Sir/Madam

Application no: **3/2021/0952**

Address: **Root Farm Dunsop Bridge Clitheroe BB7 3BB**

Proposal: **Demolition and conversion of farm buildings to employment space (Use Class E) including demolition of agricultural building and new build workshop.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority advises the following reasons for refusal:

1. The proposal, if permitted, would lead to the intensification of use of an access which lacks the adequate width and adequate visibility deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).

2. The proposal, if permitted, would lead to the intensification of use of an access with limited, segregated pedestrian facilities. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).

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3. The proposal, if permitted, would likely to undertake all of its trips by car which is not sustainable. There are no opportunities to promote walking, cycling and public transport use due to the rural nature of Dunsop Bridge and the surrounding area.

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the demolition and conversion of farm buildings to employment space (Use Class E) including the demolition of an agricultural building and new build workshop at Root Farm, Dunsop Bridge, Clitheroe.

The LHA are aware of the relevant planning history of the site with application reference 3/2012/0003 which was for the conversion of the old doctor's surgery to a two-bed holiday cottage, being permitted by the Local Planning Authority (LPA) on 13th March 2012. It is worth noting that the holiday cottage is still in operation.

At the site along with the holiday cottage there is: a farmhouse, 2 large stone- built barns, a number of single-storey brick built agricultural buildings and a large workshop/ storage unit which is used by Duchy Properties.

The proposal is to demolish the existing workshop/ storage unit and rebuild a workshop which will be used for Duchy Properties as well as adding an additional 3 units to the building. The other part of the application is to demolish the existing agricultural building adjacent to the existing workshop and create 9 work units.

There is no information regarding the occupiers of the additional 12 units on the site, other than the Use Class will be E which is for Commercial, Business and Service.

Site Access

The site will utilise an existing access track which serves the site and also serves as a Public Footpath with the reference 3-8-FP19.

The site is accessed directly off Newton Road which is a C classified road subject to a 60mph speed limit.

The LHA have reviewed WDP drawing number 04 titled "Proposed Site Plan and Block Plan" and understands that the site will be 9.2m wide as it meets the public highway. However, the LHA are unable to assess how wide the access track is at a distance of 10m from the public highway with the trees obstructing the view on the drawing.

The LHA reminds the Applicant that due to the intensification of use of the site following the proposal, the LHA require the access to be 6m wide for a distance of 10m from the public highway to comply with the LHAs guidance for a commercial site.

Furthermore, the LHA are also concerned about the useability of the access track which enters the site. This is because the LHA have measured the track at a

distance of 44m from the public highway and understands that the track is approximately 2.7m wide. Therefore, the LHA are concerned that large, delivery vehicles which could ultimately serve the proposed work units might not be able to use the access track. Not only this but there is no passing points along the track should two vehicles meet. This would prevent two-way movements occurring along the track leading to one of the vehicles having to reverse a significant distance to allow the vehicle to pass.

Reversing for a long distance could create potential conflicts between other vehicles using the public highway and the access track. Reversing for a significant distance could also cause conflicts between vehicles and pedestrians using the access track simultaneously with Public Footpath 3-8-FP19, being located on the track. This will be to the detriment of highway and pedestrian safety.

The LHA have also reviewed the Transport Statement and understands that the Transport Consultant, PSA, undertook a speed survey at the site access between 27th July to 2nd August 2021.

The speed survey found that the 85th percentile speeds for the 60mph road was 19.1mph to the right and 19.5mph to the left of the access. This means that the site is required to provide visibility splays of 2.4m x 23m to the right and 2.4m x 25m to the left of the access.

The LHA have reviewed WDP drawing number 04 titled "Proposed Site Plan and Block Plan" and understands that visibility splays of 2.4m x 22m to the left and 2.4m x 23m to the right have been provided at the site access. However, these visibility splays do not comply with the LHAs guidance titled "Creating Civilised Streets," with there being a shortfall in visibility by 3m to the left of the access.

While the LHA would normally accept the shortfall in visibility to the left of the access with it being minimal following the realignment of the existing wall, the LHA are unable to accept the visibility splay drawn to the right of the access. This because the splay is drawn over third party land which is not in the control of the Applicant. Therefore, the Applicant are unable to prevent these splays to be maintained in perpetuity and prevent any obstructions higher than 1m to be erected within the splay.

The LHA have conducted their own review and understands that the maximum visibility to the right of the access is likely to be 2.4m x 5m, as a result of the splay overlooking third party land. This is a shortfall of 18m from the LHAs guidance which is not acceptable. As a result, the LHA advise refusal on the grounds of the achievable vehicle visibility.

The LHA also have concerns associated with the use of the bridge for large delivery vehicles visiting the site. The LHA are concerned that the width of the highway over the bridge is too narrow which could cause the bridge to be damaged should a large delivery vehicle use it. Therefore, the LHA would normally request a swept path analysis drawing of the largest delivery vehicle using the bridge.

Furthermore, the swept path analysis should show the large delivery vehicle entering the site, using the access track and then exiting the site in a forward gear. This analysis would allow the LHA to assess the internal infrastructure of the site.

Trip Generation

The Applicant has submitted a TRICS assessment, which can be viewed in the PSA Transport Statement. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

For the purposes of TRICS, the proposal is classed as a Business Park and so the trip rates are assessed per 100 square meters of internal floor area. Therefore, the Transport Consultant and the LHA have had to calculate the trip rates per 100 square metres and the internal floor area of the proposal, which is 830 square metres, to receive the total proposed trip rates for the development.

Land Use: Business Park	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates per 100sqm	1.402	0.564	1.966	0.490	1.323	1.813
Trip Generation	12	4	16	5	11	15

Table 1: Proposed overall trip rates for the proposed development

The proposed development, as shown in Table 1, could generate approximately 16 two-way car trips at the AM Peak and 15 two-way car trips at the PM Peak meaning that 31 two-way car trips could occur in the peak hours. The LHA deem the above data provides an accurate reflection of the likely number of trips a proposal such as this could generate and are satisfied that the additional trips associated with the proposed development would be unlikely to lead to an unacceptable impact on the external road network.

Internal Layout

The LHA have reviewed WDP drawing number 04 titled "Proposed Site Plan and Block Plan," and understands that the site will provide 24 car parking spaces for the proposal.

The LHA are unable to clarify whether the parking arrangements complies with the standards as defined in the Joint Lancashire Structure Plan with the site being classed as Use Class E, which overlaps multiple uses. Therefore, normally the LHA would require further information from the Applicant to determine the type of occupiers the proposal would have before commenting.

If the Applicant wanted to keep the use of the units flexible under the Use Class E, the LHA would require an Operation Statement stating the expected number of employees each unit would have.

The LHA have also reviewed the access track into the site and are concerned about where large, delivery vehicles will turn around when exiting the site. This is because there appears to be no turning facilities provided.

Furthermore, the LHA have reviewed the detailed notes on the drawing and understands that two of the agricultural buildings, one adjacent to the holiday cottage and one adjacent to the farmhouse will be renovated for future use. However, the Applicant has failed to state the type of use the buildings will have. Therefore, for clarity the LHA would expect the Applicant to state what the future use of the buildings would be. This is so the LHA can assess whether the future use of the buildings will conflict with the day to day operation of the proposal.

Sustainable Transport

The LHA have assessed the surrounding area and deem it to be unsustainable. This is because, firstly, all trips associated with the development will purely made by the car. The reasons for this is that there are no commercial bus services within the area. The only bus services which are available are for school children who live in the area and travel on a specific school bus each day during term time. The nearest train station is also a significant distance away in Clitheroe. Therefore, it is very unlikely that visitors and employees of the site are going to commute by a more sustainable mode of travel than the car.

Furthermore, the surrounding roads are also not beneficial for cyclists with the highway being rural in nature and likely to be high speed roads. The roads are mainly unlit which could potentially cause a danger for cyclists during the winter months, should any employees want to commute in this way. Therefore, the site is likely to be limited to car trips when visiting the site with there not being access to a variety of transport modes.

Due to the rural nature of Dunsop Bridge, it is unlikely that there will be an opportunity to promote more sustainable transport modes when travelling to the area, for the foreseeable future and so the LHA question the sustainability of the proposal.

Informatives

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

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Highways and Transport
Lancashire County Council