

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2021/0952  
Our ref D3.2021.0952  
Date 9<sup>th</sup> December 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**

#### **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 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 previously responded to the application on 3<sup>rd</sup> November 2021, advising the Local Planning Authority (LPA) to refuse the application due to the substandard

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nature of the access, the limited segregated pedestrian facilities and questioned the sustainable nature of the location of the site.

Since then, further information has been submitted by the Agent and Transport Consultant and a site meeting was undertaken between all of the relevant stakeholders regarding the application on 24<sup>th</sup> November 2021, where the LHAs comments of 3<sup>rd</sup> November 2021 were discussed.

Following this meeting and the subsequent submission of further information, the LHA have been re-consulted on the application with the information being reviewed below.

It is worth noting that 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 LPA on 13<sup>th</sup> March 2012. The LHA are aware 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 Services.

### **Site Access**

The site will continue to utilise an existing agricultural access directly off Newton Road which is a C classified road subject to a 60mph speed limit. The access is also used to serve Public Footpath 3-8-FP19 which leads into the site.

The LHA have reviewed WDP drawing number 04 Rev B titled "Proposed Site Plan and Block Plan" and are satisfied that the access arrangements complies with the LHAs guidance and so the LHA have no further comments to make regarding the access. The LHA do remind the Applicant that any access improvements at the site should be subject to a S278 agreement with the LHA.

It is also worth noting that the existing gully to the left of the access is likely to be relocated following the access improvements at the site. The LHA remind the Applicant that they will be liable to the full cost of relocating the gully further along Newton Road, but the works and the cost will be undertaken under the S278 agreement.

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

The speed survey found that the 85<sup>th</sup> 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 Rev B 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. The visibility splay to the left of the access will be provided by offsetting the existing boundary wall, as shown on the drawing which the LHA have no objection to. However, while the visibility splay to the right complies with the LHAs guidance titled "Creating Civilised Streets," even by offsetting the boundary wall there is still a shortfall in visibility of 3m to the left of the access.

Notwithstanding this, the LHA will accept the shortfall in visibility to the left of the access with the shortfall being minimal.

It is also worth noting that in the previous highway comments dated 3<sup>rd</sup> November 2021, the LHA advised refusal for the application due to the visibility splay to the right of the access overlooking a watercourse and third-party land. Therefore, the LHA stated that the maximum visibility to the right of the access was likely to be 2.4m x 5m. Therefore, there was a shortfall of 18m which was deemed unacceptable.

However, following a site meeting on 24<sup>th</sup> November 2021, the LHA were assured that the land to the right of the access is owned by the Applicant and so the visibility splays do not overlook third party land. Therefore, the LHA are able to condition that nothing will be planted or erected within the visibility splays over 0.9m in height and anything over 0.9m in height within the visibility splay including the tree branches will be removed.

Not only this but the LHA have undertaken their own assessment of the site access and are now satisfied that even if the land to the right of the access does not belong to the Applicant that the LHA will accept the visibility splay. This is because as assessed on site, any vehicles emerging from the site access are able to clearly view vehicles to the right of the access due to the height of the existing boundary wall and the parapet of the bridge being low. This along with the low vehicle speeds over the bridge, as demonstrated in the speed survey, allows for vehicles to clearly assess whether to emerge from the access. As a result, the LHA will accept the visibility splays.

In addition, the LHA have reviewed PSA Design drawing number T3620-001; 002;003 titled "Swept Path Analysis Page 1-3" and are satisfied that the useability of the existing access track is suitable for the scale of development, with a large refuse vehicle being able to enter and exit the site in a forward gear. Therefore, the LHA have no objection to the use of the track.

The LHA also welcome the addition of a passing bay along the access track which is shown on WDP drawing number 04 Rev B titled "Proposed Site Plan and Block Plan." This will allow for two-way vehicle movements to occur at the same time along the track.

**Highway Safety**

There have been no Personal Injury Collisions recorded within 200m of the site and therefore the LHA have no pre-existing highway safety concerns.

**Off-site Implications**

As mentioned in the previous highway comments dated 3<sup>rd</sup> November 2021, the LHA were concerned regarding large, delivery vehicles using the bridge adjacent to the site. Since then, the Agent has submitted PSA Design drawing number T3620-001; 002;003 titled "Swept Path Analysis Page 1-3" and are satisfied that large vehicles are able to use the bridge. Therefore, the LHA have no further comments to make.

**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 Rev B titled "Proposed Site Plan and Block Plan," and understands that the site will provide 24 car parking spaces for the proposal.

While 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. The LHA are aware that should more car parking spaces be required there is an area classed as "hardstanding" on the drawing adjacent to the spaces. Therefore, more car parking spaces can be provided if required.

Not only this but the site is a significant distance away from the public highway and so even if there is a shortfall in parking at the site, it is unlikely that vehicles will be parking on the public highway. Instead, it will be a private site management issue and so the LHA have no further comments to make.

### **Public Footpath 3-8-FP19**

As already mentioned, the site access and track serves Public Footpath 3-8-FP19 which enters the site and exits to a field adjacent to the existing holiday cottage within the site.

Following further discussions with the Agent regarding the Public Footpath and to quash any concerns regarding the lack of segregated pedestrian facilities at the access, which was expressed in the highway comments dated 3<sup>rd</sup> November 2021, the Agent has submitted WDP drawing number 04 Rev B titled "Proposed Site Plan and Block Plan."

The drawing shows that the existing Public Footpath will be segregated from the access track by low level timber posts at the edge of the driveway. This will denote to pedestrians using the footpath to use the segregated grassed track rather than the main access which will be used for the proposal.

The LHA welcome this addition and so have no further comments to make.

### **Sustainable Transport**

While the LHA still deem the site to be unsustainable, with there being no access to local bus or train services for the occupiers of the site, meaning that all trips associated with the development will be undertaken by the car, the LHA have already stated in the observations that the external road network is able to facilitate these additional trips during the peak hours (Please see Trip Generation). Therefore, it is unreasonable for the LHA to advise refusal based on this basis.

It is also worth noting that the Applicant has supplied the LHA with an Operation Statement. Within the statement the Applicant has stated that the work units will be

marketed for local businesses, but the work units will still be available within the open market.

While the LHA would prefer the site to be only for local businesses, it is unreasonable for the LHA to request such a condition to be placed on the application which would restrict occupiers to the site. Therefore, based on the above the LHA are satisfied that such a condition is not needed.

### **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 [Ihsstreetworks@lancashire.gov.uk](mailto:Ihsstreetworks@lancashire.gov.uk)
- All references to public highway include footway, carriageway and verge.

2. No part of the development hereby approved shall be commenced until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

REASON: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on WDP drawing number 04 Rev B 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).

4. Before the development hereby permitted becomes operative, the existing trees to the right of the access shall be reduced to and be permanently maintained henceforth at a height not greater than 0.9 metres above the nearside carriageway level.

REASON: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.

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 access drive (and any turning space) has been surfaced with tarmacadam, or similar

hard bound material (not loose aggregate) for a distance of at least 10 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

7. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with WDP drawing number 04 Rev B. 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).

8. Before the development hereby permitted commences at the site, a Service Management Plan (SMP) regarding the commercial units shall be submitted and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The Service Management Plan (SMP) shall describe the means of servicing and times of deliveries and means provision for servicing/ delivery vehicles. The SMP should identify exactly how and what types of vehicles are anticipated for the commercial uses and their delivery times should also be detailed to demonstrate that the proposed system would work. Any measures described in the SMP shall be implemented for the duration of the sites use.

REASON: To enable all delivery traffic to enter and leave the development site in a safe manner without causing a hazard to other road users.

9. All deliveries to the work units shall be accepted in vehicles no larger than a Light Goods Vehicle (LGV). An LGV, is defined as having, a total gross weight no bigger than 3500kg.

REASON: To enable all delivery traffic to enter and leave the development site in a safe manner without causing a hazard to other road users.

### **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](mailto: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.



- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on [lhsstreetworks@lancashire.gov.uk](mailto:lhsstreetworks@lancashire.gov.uk) or on 01772 533433.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on [PROW@lancashire.gov.uk](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin.

Yours faithfully

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