

Ribble Valley Borough Council
Housing & Development Control

Tel 0300 123 6780
Email developeras@lancashire.gov.uk

Your ref 3/2021/1262
Our ref D3.2021.1262
Date 6th May 2022

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2021/1262**

Address: **Land at the North of the Chapel Hill site Longridge**

Proposal: **Full application for the erection of 4no. commercial units (Use Class E).**

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 erection of 4 commercial units with the Use Class E at the land to the north of the Chapel Hill Site, Longridge.

The LHA previously responded to the application on 8th February 2022 requesting further information regarding the need for a servicing area for all four units, the parking provision at the site and the need for a swept path analysis drawing to be submitted to support the application.

Phil Durnell

Director of highways and Transport
Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD
www.lancashire.gov.uk

Since then, a Technical Note provided by DTPC has been submitted and a revised plan provided by IP drawing number 3 Rev C titled "Plans and Elevations As Proposed" has been submitted.

These along with all the other supporting information will be reviewed below.

It is worth noting that the use of the site will be for the old Use Class B1 which is for business and light industrial units.

Site Access

The LHA are aware that the proposal will continue to utilise and extend the private, unadopted internal road located directly off Chapel Hill, which is a B classified road subject to a 30mph speed limit.

The private, unadopted internal road currently serves the Household Waste Disposal Centre and the Chapel Hill Trading Estate which contains various levels of the old B1, B2 and B8 use classes.

The LHA have reviewed IP drawing number 3 Rev C titled "Plans and Elevations As Proposed" and are satisfied that the access width and the visibility splays shown in the Transport Statement, comply with the LHAs guidance. Therefore, the LHA have no further comments to make regarding the site access.

Highway Safety

There have been three recorded Personal Injury Collisions (PICs) within 200m of the site access in the last five years. Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PICs.

Internal Layout

The LHA have reviewed IP drawing number 3 Rev C titled "Plans and Elevations As Proposed" and are aware that the site will provide 40 car parking spaces for the proposal. This complies with the parking standards found in the Joint Lancashire Structure Plan.

The LHA also welcome the introduction of a servicing area for all four units. The LHA have reviewed the swept path analysis in the Technical Note provided by DPTC, which shows the usability of these servicing areas and large delivery vehicles exiting the area in a forward gear.

The LHA have reviewed the swept path analysis and have no objection to the use of the servicing areas apart from the area servicing Unit 4. This is because as shown on the swept path analysis, should a Heavy Goods Vehicle (HGV) be using the servicing area for Unit 2, for the HGV at Unit 4 to exit the site in a forward gear it would overlap car parking spaces 23 and 24, as well as car parking space 17. This could cause potential conflicts to occur should vehicles be parked in these spaces.

Therefore, as a result, the LHA require car parking spaces 22 to 26, to be setback further towards the red line boundary of the site to enable this movement to occur without conflict.

The amendment should be made on a revised plan and a revised swept path should be submitted showing that a reversing large vehicle will not conflict with the car parking spaces.

Conclusion

Should a revised plan be submitted showing this concern is rectified, the LHA will have no objection to the proposal.

Yours faithfully

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