

Ribble Valley Borough Council
Housing & Development Control

Tel
Email

Your ref 3/2021/1262
Our ref D3.2021.1262
Date 7th June 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

No objection subject to conditions

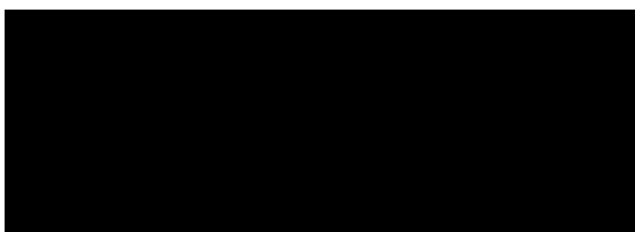
Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to 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 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 6th May 2022 and 8th February 2022 requesting further information. The LHA advise the reader to read the previous comments in conjunction with this re-consultation.



Since the last highway comments which were sent on 6th May 2022, a revised Technical Note provided by DPTC has been submitted, which 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.

Trip Generation

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

The LHA have validated the TRICS assessment with the expected trips to the development shown in the tables below:

Land Use: Warehousing (1256sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	0.377	0.124	0.501	0.071	0.338	0.409
Total Trip Generation	4.7	1.6	6.3	0.89	4.2	5.1

Table 1: Expected trips to and from the site

As shown in the table above, it is considered that the proposed use would generate an estimated 11 two-way trips during peak hours. Therefore, it is concluded that the proposed development would not have a material impact on the operation of the local road network.

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, granted that a delivery management plan is submitted prior to first occupation of each unit. This is to ensure that there is adequate turning facilities on site.

It is worth noting that the swept path which shows a large, delivery vehicle servicing Unit 3 will overlap the provided disabled space, which could cause conflicts to occur. However, the overlap of the disabled space can be managed on site by requesting anybody parked in the space to move their vehicle.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- The contact details of a suitably qualified co-ordinator;

- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems.

REASON: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.

3.The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with IP drawing number 3 Rev C. 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).

4. No building or use hereby permitted shall be occupied or the use commenced until a cycle storage plan for the commercial units has been submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

REASON: To allow for the effective use of the parking areas and to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Yours faithfully


Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council