

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2022/0082
Our ref D3.2022.0082
Date 24th February 2022

FAO John Macholc

Dear Sir/Madam

Application no: **3/2022/0082**

Address: **The Old Garage Site Newton Road Dunsop Bridge BB7 3BB**

Proposal: **Redevelopment of the old garage site to provide new building that includes a cafe, community shop, retail unit, post office, community spaces together with a separate store/plant room.**

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 an application for the redevelopment of an old garage site to provide a new building that includes a cafe, community shop, retail unit, post office, community spaces together with a separate store/plant room at The Old Garage Site, Newton Road, Dunsop Bridge.

The LHA are aware that the application is proposing to demolish the old garage, which is currently a bike hire/ repair shop and demolish the old, corrugated iron structure which is currently unused. In its place, as expressed in the Design and

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Access Statement, will be a building which includes a café, community grocery store, a post office and community space which will have community information and a resource centre for visitors.

The proposal will also convert St Georges Chapel, from a place of worship into a community area which will include two therapy rooms. These therapy rooms will have a flexible use but are likely to serve a hairdressers, doctors, beautician, podiatrist, etc.

Adjacent to the site, the village is already served by a post office and a café in the building called Puddleducks. However, following the proposal, should it be permitted and once the building is complete, these services will be relocated into the main building as described above. The building Puddleducks will then be converted into 2 flats.

It is worth noting that Puddleducks is already served by a first floor flat, therefore the net increase of flats in the building will just be 1.

Site Access

The LHA are aware that the site has two existing accesses which will be utilised following the proposal. Both accesses are served off Newton Road, which is a C classified road subject to a 60mph speed limit.

The first access is to the front of the site and as shown on WDP drawing number 105 titled "Proposed Site Plan and Block Plan," the access will be used as a lay-by/ drop off point for deliveries and for short-staying customers.

The LHA have reviewed the dimensions of the proposed lay-by/ drop off area and are aware that they measure approximately 13.8m in length and 2.4m wide. Therefore, the LHA are aware that 2 vehicles parked in a parallel formation are likely to be able to park in this area at any one time.

However, while the LHA are aware that the area was used as part of the garages forecourt and so vehicles used the area every day, the LHA are unable to support the continued use of this area following the proposal. This is because the LHA are concerned about vehicular visibility in this location due to the Chapel and the dwelling, obstructing the view of Newton Road in both directions.

Should two vehicles be parked in the layby/ drop off area at the same time, they will also obstruct each other's view of Newton Road, which will be to the detriment of highway safety. Therefore, the LHA would advise that the area is removed and all vehicles to the site use the car parking area to the rear of the site, which is accessed from the Public Car Park.

If the Applicant insist the area is used, the LHA would require a visibility splay drawing showing that the area can provide the minimum visibility splays in both directions.

The Transport Consultant, PSA Design, in the Transport Statement have conducted a speed survey of Newton Road adjacent to the site on 27th July -2nd August 2021. The speed survey found that Newton Road experiences 85th percentile speeds of 28.4mph eastbound and 27.4mph westbound. Therefore, the LHA require at the lay-by/ drop off area, minimum visibility splays of 37m eastbound and 35m westbound. These should be provided on a revised plan.

The LHA are also aware that the Applicant is proposing to place timber posts across from the site on the edge of the "Village Green" as shown on the drawing. This is to prevent on-street parking from occurring in the area.

The LHA require these posts to be removed because rather than prevent on-street parking, vehicles will instead park further into the carriageway, reducing the width of Newton Road. The C classified road, as described in the Transport Statement, is a single carriageway and measures 6.75m wide. Therefore, the road is narrow for two-way movements to occur in normal conditions and should vehicles following the erection of the timber posts, park further into the carriageway, the width will be further reduced which will be to the detriment of highway safety.

The concerns regarding the timber posts is further exemplified should the lay-by/ drop off point at the front of the site be operational. This is because potential conflict points could occur when vehicles exit the lay-by and traffic is flowing in both directions. This is because vehicles trying to exit the lay-by will have to tackle poor visibility from the buildings obstructing the view of the road as well as vehicles further encroaching onto the public highway when parking on-street. Therefore, the LHA are concerned regarding highway safety and so request that these posts are removed to leave the area as existing.

As already mentioned, the secondary access to the site is provided from the existing Public Car Park owned by Ribble Valley Borough Council. The application is proposing to add 23 additional spaces for the development, as shown on WDP drawing number 105 titled "Proposed Site Plan and Block Plan."

The LHA have reviewed the access serving the Public Car Park and are requesting that a revised swept path analysis drawing is submitted showing a refuse vehicle is able to enter and exit the site in a forward gear. This is because currently the swept path only shows the refuse vehicle using the carriageway internally.

Highway Safety

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

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.

In the Transport Statement, the Consultant has compared the existing and proposed use at the site.

However, the LHA have been unable to undertake their own TRICs assessment to compare the Transport Consultants results because the LHA require further clarification on the proposed internal floor area of each proposed use at the site. This is because by reviewing the different supporting statements, the internal floor area of the site differs and so the LHA require further clarification. This can be provided via a short statement sent to the LHA.

Internal Layout

The LHA have reviewed WDP drawing number 105 titled "Proposed Site Plan and Block Plan," and are aware that the site will provide 23 car parking spaces which will include 3 disabled bays and multiple electric vehicle charging points. Visitors to the site will also be able to use one of the 39 bays which are located in the Public Car Park.

However, before the LHA are able to assess whether the proposed quantity of parking is adequate for the scale of development, the LHA require, as already stated in the Trip Generation section, further clarification regarding the internal floor area of the proposed uses at the site. This can be provided in a short statement.

The LHA have also reviewed the proposed parking area and are aware that there is a lack of segregated pedestrian facilities from the car park to the rear of the site. Currently, pedestrians, when they have parked their vehicle, would have to walk in the carriageway to access the rear of the site and the proposed pedestrian link to Public Footpath 3-8-BW15. As a result, the LHA advise that a segregated pedestrian link should be provided where the hedge is located adjacent to the parking spaces on the plan. This will provide pedestrians with a safe link into the site.

Furthermore, the LHA have reviewed the drawing and are aware that the internal carriageway serving the car park will be 6m wide which complies with the LHAs guidance.

However, the LHA have reviewed the swept path analysis found on WDP drawing number 105 and are aware that when the refuse vehicle turns around to exit the site in a forward gear, it will overlap one of the disabled spaces. This is unacceptable because should the 3 disabled spaces be used by parked vehicles, there will not be adequate space for a refuse vehicle to turn around and exit the site in a forward gear. Therefore, the informal turning head provided is inadequate.

Consequently, the LHA require a more formalised turning head to be provided at the site. This should be usable by refuse and delivery vehicles and should be shown on a revised site plan.

The LHA also require on the revised site plan, a delivery area for the site. The LHA require further information regarding the type of delivery vehicles which will service the site. The delivery area should then be tailored for that size of vehicle and a

tracking drawing should be submitted showing how the area will be used and how the vehicle will exit the site in a forward gear.

The LHA also have concerns regarding the drop off area which is located adjacent to the disabled spaces. This is because should this area be used, vehicles will inappropriately park, obstructing the informal turning head for refuse and servicing vehicles and will obstruct the use of the disabled bays. As a result, the LHA are concerned that vehicles obstructing these areas could cause conflicts to occur between vehicles. To prevent these concerns, the LHA require the drop off area to be removed.

Further information should also be submitted regarding the use of the 2 therapy rooms located in St Georges Chapel. The LHA require information regarding how these will be allocated to the different professional services given the flexible use expressed in the supporting statements and whether the services will be appointments only for their customers. This information should be submitted in an Operation Statement.

It is worth noting that, while the LHA welcome the cycle facilities proposed, the LHA would require these facilities to be undercover to protect the facilities from the weather. The LHA are aware that this can be conditioned at a later date.

Conclusion

The LHA are unable to fully assess the application until further information is submitted.

Yours faithfully

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