

Ribble Valley Borough Council
Housing & Development Control

Tel
Email

Your ref 3/2022/0082
Our ref D3.2022.0082
Date 13th April 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 a re-consultation 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 previously responded to the application on 24th February 2022, requesting further information regarding the proposed floor area of each section of the site to enable the LHA to assess the expected trip generation to the site; a revised turning

head at the rear of the site and a Operation Statement for the proposed therapy rooms among other amendments to the site.

Since then, the Agent has submitted WDP drawing number 105 Rev A titled "Proposed Site Plan and Block Plan" and a Further Information Statement dated 22nd March 2022. This information will be reviewed below.

Proposal

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 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 Rev A 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 17.9m in length and 3.6m wide. Therefore, the LHA are aware that 3 vehicles parked in a parallel formation are likely to be able to park in this area at any one time.

However, with the lay-by being the only designated delivery point to the site, the LHA require the drop-off area element to be removed. This is because should a large, delivery vehicle be servicing the site and there are vehicles parked in the lay-by, the

LHA are concerned about where the delivery vehicle will park. This could lead to inappropriate parking by large, delivery vehicles occurring along Newton Road.

Therefore, the LHA request that the drop off area for customers in the lay-by is removed on an amended plan.

The LHA suggest that the drop off area should be relocated to the rear of the site. This could be provided on the proposed car park, where the grass verge and tree is located adjacent to the additional car parking spaces. This way the drop off area will not conflict with the designated service area at the front of the site and there is ample space to provide at least 2 drop off parking spaces.

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

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. For transparency, the LHA have done the same with the tables replicated below.

As mentioned in the introduction, the existing use of the site is as a bike hire/repair centre, workshops/storage building and a church.

The most appropriate categories in TRICS for the existing uses at the site, alike the Transport Consultant, is for the bike hire/repair and workshops facilities to be classed as a Vehicle Repair Garage (Slow Fit) and for the church to be classed as a Place of Worship.

The estimated existing trip rates of both uses are expressed below in Table 1 and 2.

Land Use: Vehicle Repair- Slow Fit (316sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	1.884	1.159	3.043	0.145	0.580	0.725
Total Trip Generation	6	4	10	1	2	3

Table 1: Predicted Existing Trip Rates for the Bike Hire/Repair and Workshops Facilities

Land Use: Place of Worship (57sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	0.494	0.247	0.741	1.605	1.358	2.963
Total Trip Generation	1	1	2	1	1	2

Table 2: Predicted Existing Trip Rates for the Church

The proposed use of the site is as a community facility, with the site having different uses which include café (113sqm), store, admin office (18sqm), toilets (10sqm), grocery shop and post office (24sqm), small retail unit (12sqm), community Information area (16sqm), church therapy rooms (27sqm) and church community workspace (29sqm).

As a result, the Transport Consultant has considered it appropriate to use the Community Centre category in TRICS to calculate the expected trip rates. The Transport Consultant has totalled the facility to have an internal floor area of 113sqm.

However, the LHA are unsure about how the total footprint of the facility equates to 113sqm, with the LHA instead accounting the total footprint to be, if include everything apart from the café, grocery shop and post office and small retail unit as 100sqm.

Despite this, the LHA accept the TRICS assessment with the Transport Consultant using a slightly increased floor area of the facility. Therefore, the LHA have used the floor area of 113sqm when calculating the expected trip rates to the site, as shown in Table 3.

The LHA have also added the proposed retail unit to the TRICS assessment alike the Transport Consultant, as shown in Table 4 and accept that an assessment is not required for the cafe, post office and store/retail unit as they are relocating from their existing premises within the village and therefore would not add to the trip generation of the development.

Land Use: Community Centre (113sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	1.052	0.406	1.458	0.671	0.721	1.392
Total Trip Generation	1	1	2	1	2	3

Table 3: Expected Trip Rates for the Community Facility

Land Use: Retail Unit (12sqm)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per 100sqm	5.576	5.539	11.115	5.282	5.466	10.748
Total Trip Generation	1	1	2	1	1	2

Table 4: Expected Trip Rates for the Proposed Retail Unit

As shown in the tables above, it is considered that the proposed use would generate lower levels of traffic than the existing use, with there being 17 expected existing two-way trips during peak hours for the existing and 9 for the proposed. 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 WDP drawing number 105 Rev A 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, as illustrated in the Transport Statement, to comply with the LHAs parking standards as defined in the Joint Lancashire Structure Plan, 31 car parking spaces are required for the mixed-use site.

Despite this, the LHA will accept the shortfall in parking at the site. This is because the café and the grocery shop/post office are being relocated from Puddleducks. Therefore, it is likely that any parking associated with the existing use would use the Public Car Park in any case.

However, following the proposal and the creation of additional parking, there is a designated parking area for the café and the grocery shop/post office, as well as the other proposed uses at the site. Therefore, the LHA will accept the shortfall in parking.

The LHA also welcome on WDP drawing number 105 Rev A titled "Proposed Site Plan and Block Plan," the introduction of secure cycle parking and electric vehicle charging points.

Conclusion

The LHA welcome the amendment to the plans, following the LHAs previous comments sent on 24th February 2022.

The LHA request, before they can fully support the application, to relocate the drop-off area from the lay-by. This is because the lay-by will be used as the sole delivery area to the site. Therefore, the LHA request the customer drop-off area to be removed and instead relocated to the rear of the site adjacent to the proposed car parking spaces, as expressed in the "Site Access" section. This should be shown on a revised plan and once an amended plan is submitted the LHA will have no objection to the proposal subject to conditions.

Yours faithfully



Highway Development Control
Highways and Transport
Lancashire County Council