

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2022/0096
Our ref D3.2022.0096
Date 3rd March 2022

FAO John Macholc

Dear Sir/Madam

Application no: **3/2022/0096**

Address: **Gisburn Auction Mart Gisburn Lancashire BB7 4ES**

Proposal: **Demolition of former calf building, offices and retail units and construction of new building split into two units**

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 demolition of the former calf building, offices and retail units to construct a new building split into two retail units with A1 use at Gisburn Auction Mart, Gisburn.

The LHA are aware of the planning history at the site, with it being listed below:

3/2013/0435- Application for a non-material amendment to planning permission
3/2012/0442P to allow the re-location of entrance to Gateway Auctions to front of

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building and construction of wall, door and window to front line of proposed canopy to create additional retail unit. Permitted 20/08/2013.

3/2012/0441- Proposed part demolition and extension of animal shed. Permitted 02/07/2012.

3/2012/0442- Proposed 4no. retail shop units for agricultural supplies. Permitted 09/08/2012.

Site Access

The LHA are aware that the site will continue to be accessed off Gisburn Road, which is an A classified road subject to a 60mph speed limit.

The LHA have reviewed ADP drawing number 645/13 titled "Proposed Site Plan" and are aware that the existing access will remain unaltered following the proposal. The access currently serves the site which is used as a Cattle Market on Thursdays and Saturdays as well as serves Foreman's Bungalow and the café/office on site. Therefore, given that large, agricultural vehicles visit the site twice a week, the LHA are satisfied that the access arrangements, following the intensification of use, comply with the LHAs guidance and so the LHA have no further comments to make regarding the access to the site.

The LHA do however, request that the access to Foreman's Bungalow, internally, is redesigned. This is because the access to the dwelling as shown on ADP drawing number 645/14 titled "Proposed Ground Floor Plan," is proposed to be down the side of the 2 retail units, accessed adjacent to the site access and adjacent to the main entrance/ exit to Unit 1.

The LHA are unable to accept this because firstly, any vehicles trying to access the dwelling from the site access, will have to undertake a complex turning manoeuvre as soon as they enter the site, to access down the side of the retail units. This will cause them to reduce speed considerably before entering the site, which could be detrimental to highway safety especially if other vehicles along Gisburn Road are travelling at speeds in excess of 60mph.

Not only this but vehicles undertaking this complex turning manoeuvre, will also need to be aware of customers and staff members entering and exiting the retail unit. This is because, as shown on ADP drawing number 645/14 titled "Proposed Ground Floor Plan," the entrance to the site is adjacent to the turning space required to access down the side of the units. Therefore, further conflicts could occur between pedestrians entering or exiting the unit and vehicles turning down the side of the units, especially when there is no segregation between these movements.

Therefore, the LHA require the access to the dwelling to be relocated through the site and the Units to be setback a few metres closer to the public highway, to prevent vehicles from accessing down the side of the proposal. This should be shown on a revised drawing.

Internal Layout

The LHA have reviewed ADP drawing number 645/13 titled "Proposed Site Plan" and the supporting documents and understands that the site will provide 166 spaces for the proposal. However, the LHA would require the site to provide 169 spaces given the internal floor area of the A1 proposal.

Before the LHA are able to contemplate accepting the shortfall in parking at the site, the LHA require a parking survey to be conducted during Thursdays and Saturdays, which are the two days the Cattle Auction is in operation. This is because 147 of the proposed spaces are existing and are used to serve the Cattle Auction. As a result, only 19 spaces, 9 for Unit 1 and 10 for Unit 2, are designated to the proposal. Therefore, the LHA require a parking survey to be conducted during the Auction days to gain further information regarding the parking demand at the site and whether there is any spare capacity to serve the proposal.

The LHA have also reviewed the dimensions of the parking spaces for Unit 1 and are aware that the length of the spaces only measure 4.5m. For the LHA to accept a parking space, the LHA require the length of the spaces to be a minimum of 4.8m. Therefore, the length of these spaces should be amended on a revised plan.

Furthermore, the spaces for Unit 1 which are located at the front of the site adjacent to the site access, only has space of approximately 1.6m between the front of the bay and the internal carriageway, when the dimensions of the spaces are drawn correctly. The LHA are concerned that this segregated space between the bays and the carriageway is too narrow for pedestrian movements to occur when accessing the unit. This could cause some pedestrians to walk in the internal carriageway, especially when a customer is operating their cars boot, which could be detrimental to highway safety given that large, agricultural vehicles use the access and given the intensification of use following the proposal. Therefore, the LHA require the segregated space between the bays and the carriageway to be a minimum of 2.5m to enable pedestrian movements to occur safely.

The LHA have further reviewed the site and require the Cattle Auctions car park and the internal carriageway to become more formalised and incorporate segregated pedestrian movements to the proposal. This is because the proposal will generate more trips to the site and so the car park will be used more frequently, should the designated car parking spaces be full to capacity. Therefore, to provide a safe, segregated pedestrian link to the Units, the LHA require there to be a distinction between carriageway and footway throughout the site.

To ensure that the formalised carriageway, which should be shown on a revised plan, is safe and usable for the sites use, the LHA require a swept path analysis drawing to be submitted showing a refuse vehicle entering and exiting the site as well as using the internal carriageway.

The swept path drawing should also show that a servicing area is provided for both units, with there being no facilities on the drawing for deliveries and that turning facilities for these vehicles are provided at the site.

To further formalise the car park, the LHA would advise that the trailer spaces and the car parking spaces are located in designated areas and are marked on a revised plan. The need to separate the car parking spaces and the trailer spaces will be particularly important during Auction days, when the demand for trailer spaces will be high. Therefore, to enable an easy distinction between trailer spaces and car parking spaces for visitors to the site, they should be located in designated areas.

The LHA also request that further information is submitted regarding the "ancillary accommodation for Unit 1" which is stated in the Design Statement. This is because on the floor plans there is no suggestion of ancillary accommodation.

Conclusion

The LHA require further information before they are able to fully assess the application.

Yours faithfully

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