

Development Control
Ribbles Valley Borough Council

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Your ref: 22.0456
Our ref: D3.22.0456
Date: 5th September 2022

App no: 22.0456

Address: 3 Croft Barn Backridge Farm Twitter Lane Waddington

Proposal: Regularisation of unauthorised change of use from Class E to motor vehicle workshop including selling and displaying motor vehicles externally

The submitted documents and plans have been reviewed and the following comments are made.

History

Croft Barn is split into a number of business units with an overall floor area of 1180sqm, the site was previously farm buildings.

Application reference 2009/0066 approved a B1(c) at Unit 3 (559sqm) with a Travel Plan condition attached to reduce the number of the vehicle trips associated with the proposal due to the surrounding constrained rural highway network.

Application reference 16/1147 for Prior notification of change of use of agricultural building to B1 use (360sqm). The decision stated that prior approval was not required to allow this change of use.

Application reference 16/0129 for Prior notification of change of use of agricultural building to B1/8 use (360sqm). The decision stated that prior approval was not required to allow this change of use.

Proposal

This application proposes to change the use of Unit 3 from B1(c) to motor vehicle repair workshop 231sqm and externally to display up to 7 vehicles for sale. There are currently 1.5 full time equivalent employees.

The car sales element will be by appointment only.

Twitter Lane is classified C571 and subject to a national speed limit. There are two existing points of access to the existing shared use car park.

Phil Durnell

Director of Highways and Transport
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Traffic Impact

The Highway Authority have previously raised concerns about the location of the rural site due to the constrained rural road network which would not support an intensification of use. There are no footways on the surrounding rural, unlit, high speed roads and employees are not well supported to travel to work sustainably due to the lack of public transport links.

There is an extant B1 use for the building which could generate a small amount of commercial vehicle movements, including staff and customers. However, this proposal has the potential to generate long car transporters which would not be supported.

We do not support an intensification of use over the extant B1 use for commercial vehicles due to the rural road network.

Upon visiting the site, it is noted that there were 8 vehicles advertised for sale and that vehicles which are damaged or not running are taken to site by recovery or transporter vehicles.

Parking

The 231sqm floor area would require 5 car parking spaces in accordance with the parking standards (1 space per 50 sqm) plus a customer car parking space for the external car sales element, totalling 6 spaces. These spaces need to be shown on the site plan within the red edge.

This is a minor reduction from the extant B1 use which requires 1 space per 30 sqm).

The overall car parking provision for the site does not appear to be reduced by the proposal.

The external car sales spaces need to be clearly shown on the site plan and individually marked.

Conclusion

Further information is requested to demonstrate that the commercial vehicle type and frequency does not exceed that already approved under B1 use and that no long/large multi car transporters are used to deliver cars to site.

The car parking spaces being shown on the site plan are within the red edge.

Kelly Holt
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