

Development Control  
Ribbles Valley Borough Council

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Your ref: 22.0553  
Our ref: D3.22.0553  
Date: 26<sup>th</sup> August 2022

**App no: 22.0553**

**Address: Higher College Farm Lower Road Longridge**

**Proposal: Proposed erection of mixed-use commercial units including conversion and extension of farmhouse to Use Class E (b) (c) (d) (e) (f) (g) and Sui Generis (Health and Beauty).**

Further to my original comments dated 15<sup>th</sup> August 2022, the description of the development has changed. My comments have been amended to reflect this.

The submitted documents and plans including spa 'Proposed site layout plan' 6478-05G, PSA Design Transport Statement and Travel Plan have been reviewed and the following comments are made. The site was visited on 24<sup>th</sup> November 2021 for a pre-application meeting.

### **History**

Application reference 17.0602 approved circa 3,000sqm of mixed-use classes B1, 2 and 8. All matters were reserved except for access and change of use of the farmhouse to office (B1).

A new access on Lower Lane and off-site highway works were approved and shown on drawing PSA Design H2683-01 Rev A dated Nov 2017.

### **Proposal**

This application proposes 5265sqm of mixed-use commercial units Use Class E b-g and sui generis (Health and Beauty), including the conversion and extension of farmhouse Use Class E.

There are 151 car parking spaces proposed including 15 disabled parking spaces, 6 motorcycle spaces, 15 cycle spaces (secure and covered) and electric vehicle charging points (number not stated).

### **Site access**

#### **Phil Durnell**

Director of Highways and Transport  
Lancashire County Council · PO Box 100 · County Hall · Preston · PR1 0LD

The previously approved drawing PSA Design H2683-01 Rev A dated Nov 2017 is submitted for this application and is deemed suitable to accommodate the development traffic.

The new access will serve the whole development and will need to be constructed prior to the works commencing on site.

The works need to be completed under a S278 agreement with Lancashire County Council – contact email [developer@lancashire.gov.uk](mailto:developer@lancashire.gov.uk) . Due to high demand for these services, the developer should make early contact to progress the agreement.

The existing access on Lower Lane will remain open to serve the field accesses. The Transport Statement confirms that a gateway will be installed to separate the existing access from the development site. We do not support the intensification of use of the existing access due to sub standard geometry and visibility splays.

Public footpath 23 runs along the eastern boundary of the site but is not affected by the development proposal.

## **Parking**

There are 151 car parking spaces proposed including 15 disabled parking spaces, 6 motorcycle spaces, 15 cycle spaces (secure and covered) and electric vehicle charging points (number not stated).

The provision of 5% motorcycle, 10% disabled and 10% cycle parking is acceptable and a 10% electric vehicle charging provision is requested.

The proposed split between use classes is submitted as follows.

E(b) Sale of food & drink for consumption mostly on premises – 263sqm (formally A3 – 1:8 – 33 spaces)

E(c) Financial & professional services – 263sqm (formally A2 – 1:30 – 8 spaces)

E(d) Indoor sport, recreation & fitness – 948sqm (formally D2 – 1:22 – 44 spaces)

E(e) Medical services – 53sqm (formally D1 – 4 per consulting room)

E(f) Creche – 580sq – (D1 – 1.5 per 2 staff plus drop off 1 per 10 children)

E(g) Uses carried out in residential area, offices, research and development, industrial processes - 2948sqm – (Formally B1 – 1:30 – 98 spaces)

Sui generis – Health & beauty – 210sqm

Based upon the maximum car parking standards for the former class E uses, the total car parking requirement based upon floor area is 183 plus the other uses which will have to be estimated based upon staff/children/consulting rooms.

There is a shortfall from the maximum standard of approximately 50 spaces. It is anticipated that a number of the uses, including the food E(B) and gym uses and E(d) would have a peak demand for car parking in the evening and weekend periods which would fall outside the peak demand for the main E(g) uses.

This may allow sufficient car parking to be provided and shared across the site with varying demands. There is however some concern about potentially insufficient levels of car parking, mainly due to the unknown end users and measures to mitigate this through the Travel Plan are requested.

A Travel Plan co-ordinator is requested to co-ordinate the whole site rather than individual plans being submitted for each unit for their individual demands. Tenants will need to be notified of the car parking provision or allocated spaces initially whilst car parking patterns are established. Additional measures including bike to work scheme, enhanced facilities for cyclists including showers and changing areas and car share club with allocated parking bays should be promoted/investigated.

Annual reviews including travel surveys are requested rather than bi-annual as proposed for a minimum period of 5 years.

## **Servicing**

### Refuse

Appendix C of the Transport Statement includes a swept path analysis for a 11.2m refuse wagon to enter, turn and exit onto Lower Lane in forward gear.

Additional swept path analysis is requested to show the refuse wagon accessing the bin stores.

### Deliveries

The site access junction Lower Lane is tracked for a 16.5m articulated vehicle however this has not been extended to include the internal layout. This needs to be submitted to demonstrate that the internal layout can accommodate this size of vehicle. It is noted that the B8 element of the scheme has been removed and therefore it is unlikely that articulated vehicles will be delivering to the site, however this needs to be clarified to avoid any confusion for future operators.

There are no designated areas for the loading/unloading of goods and the plans are unclear if each unit will have a roller shutter door to allow a goods vehicle to load goods directly into the building. The end users are unknown, therefore details of the type/frequency of delivery goods vehicles cannot be submitted. A Delivery Management Strategy should be submitted once the end users are known unless further details can be submitted at this stage to clarify the demands for goods vehicles.

## **Conclusion**

Additional information is requested relating to servicing and amendments to the Travel Plan are requested prior to the decision.

Should the application be approved the following conditions are requested.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing

by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- a) The parking of vehicles of site operatives and visitors
- b) The loading and unloading of plant and materials
- c) The storage of plant and materials used in constructing the development
- d) The erection and maintenance of security hoarding
- e) Details of working hours
- f) HGV delivery times and routeing to/from the site
- g) Contact details for the site manager

REASON: In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the Highway in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

2. The new estate road/access between the site and Blackburn Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

3. The existing access on Lower Lane (along the western boundary of the site) shall be used only for access to the fields to the west of the site and not in connection with the development hereby approved. Measures to control access should be submitted for approval prior to the first occupation of the site.

REASON: To prevent use of an access which has insufficient geometry and visibility splays.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Blackburn Road to points measured 61m in each direction along the nearer edge of the carriageway of Blackburn Road, from the centre line of the access, and shall be maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority').

REASON: To ensure adequate visibility at the street junction or site access.

5. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. For the avoidance of doubt the anticipated highway works shall include;-

- a) Provision of pedestrian refuge and localised carriageway widening
- b) Signing and lining
- c) Junction realignment at the Blackburn Road, Lower Lane, Preston Road junction
- d) Provision of a footway on the south side of Blackburn Road from the proposed pedestrian refuge to Woodville cottages
- e) Advertising and implementation of a 40mph speed limit on Blackburn Road from the current 30mph terminal point in an easterly direction

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site

6. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 5 has been constructed and completed in accordance with the scheme details.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

7. No part of the development hereby approved shall be occupied or opened for trading until a Delivery Goods Management Strategy has been submitted for approval. The plan shall be updated for each unit upon occupation thereafter and kept

8. The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas shall be marked out in accordance with the approved plan before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas.

9. Cycling and motorcycling facilities shall be provided in accordance with a scheme to be approved by the Local Planning Authority and the facilities shall be provided in accordance with the approved plan before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas.

10. Electric vehicle charging points shall be provided in accordance with a scheme to be approved by the Local Planning Authority and the facilities shall

be provided in accordance with the approved plan before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas.

11. The Framework Travel Plan shall be adhered to in accordance with the details and timetable contained within it for at least 5 years.

REASON: To ensure sustainable travel modes are promoted and supported to minimise use of the private car.

#### Informative note

The grant of planning permission will require the applicant to enter into a S278 Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk).

Kelly Holt  
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Highways and Transport  
Lancashire County Council  
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