

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/1034
Our ref: D3.2022.1034
Date: 24th January 2023

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/1034**

Address: **Woodfield Farm Longsight Road Clayton le Dale BB2 7JA**

Proposal: **Additional usage to commercial property from E usage to E(d).**

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 change of use from class E usage to E(d) at Woodfield Farm, Longsight Road, Clayton le Dale.

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

3/2021/0594- Proposed demolition of a small storage building and erection of a new commercial building. Permitted 21/07/2021.

Lancashire County Council

Phil Durnell
Director of Highways and Transport
PO Box 100, County Hall, Preston, PR1 0LD



3/2019/0827- Use of land as a storage compound and construction of building for vehicle servicing area, workshop, tool store, offices and ancillary accommodation to create a depot for a civil engineering company. Permitted 06/12/2019.

3/2014/0101- Restrospective application for change of use from agriculture to domestic curtilage. Permitted 20/03/2014.

3/2013/0442- Proposed change of use of approved garage, store and office accommodation to reinstate original dwelling. Refused 15/07/2014.

Appeal lodged for application reference 3/2013/0442. Appeal reference APP/T2350/A/14/2228213. Dismissed 11/02/2015.

Site Access

The LHA are aware that the commercial unit which will become a gym will continue to be accessed off Longsight Road which is a A classified road subject to a 60mph speed limit.

The LHA have reviewed the supporting documents and require further information as to how the site will be accessed. This is because the site can be accessed via two shared accesses. One of the accesses currently serves the Recycling centre and "Wade Site Office," while the other serves Woodfield Garage.

Therefore, the LHA require further information as to whether a one-way system will be implemented to incorporate the use of both accesses when visiting the site. Should this be the case, the LHA advise that the "In" access should be the one which currently serves the Recycling centre and "Wade Site Office," so that vehicles entering the site can clearly view other vehicles exiting their respective internal accesses.

Should a one-way system be adopted, the LHA will later condition that traffic signage are implemented at both accesses showcasing to road uses which access is used to enter the site and exit so that internal conflicts do not occur.

If only one access will be used, the LHA will require that the disused access is stopped up internally to prevent road users from using the access and to prevent confusion.

Internal Layout

The LHA have reviewed GHA drawing number Wade/133/2970/01 titled "Existing Kennel Building Plan and Elevations; Proposed Commercial Building Plans and Elevations; Existing and Proposed Site Plans; Location Plan" and are aware that 5 car parking spaces will be provided to serve the gym.

To ensure that the proposal complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, the LHA require further details regarding the internal floor area of the proposal. The LHA remind the Agent that a leisure facility such as a gym is required to provide 1 space per 22 square metres of internal floor space.

Should the proposal not be able to achieve the required car parking spaces, the LHA require an Operation Statement detailing the maximum number of staff and customers



who are likely to be on site at any one time to see whether the LHA can accept any shortfall in the parking standards for the proposal.

Any additional spaces which are required to provide for the proposal should not compromise the car parking spaces for the existing commercial building, Energy Centre, which is located adjacent to the proposal.

Conclusion

The LHA require further information before the LHA can fully assess the application.

Yours faithfully

Ryan Derbyshire
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council

