

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2022/1187
Our ref: D3.2022.1187
Date: 12th January 2024

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2022/1187**

Address: **Land south of Lower Road Hothersall Longridge PR3 2YY**

Proposal: **Erection of three business units (Class E) comprising three new buildings with access, parking and provision of secure compounds.**

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 support the application as presented.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) have been consulted on an application for the erection of three business units (Class E) comprising three new buildings with access, parking and provision of secure compounds at land south of Lower Road, Hothersall, Longridge.

The LHA are aware of the recent planning history associated with the site:

3/2019/0666- Erection of business units (use class B1) comprising three new buildings with access, parking and provision of secure compounds, outline access only. Permitted 29/11/2019.



The LHA are also aware of the most recent planning history associated with the neighbouring fields:

3/2023/0706- Proposed erection of 40 Class E(g) units and one battery storage and maintenance unit with associated parking and access. Resubmission of application 3/2022/0553. Ongoing.

3/2022/0553- Proposed erection of commercial units (Use Class E(g)) including conversion and extension of existing farmhouse for purposes of Use Class E (g). Permitted 19/01/2023.

3/2017/0317- Outline planning application for employment floorspace (use classes B1, B2 and B8) and associated access, car parking, landscaping and services infrastructure with all matters reserved except for access. Permitted 04/09/2017.

Site Access

The site will utilise an existing access located off Lower Road which is a B classified road subject to a 60mph speed limit. The speed limit does reduce to 30mph approximately 12m to the west of the access.

The LHA have reviewed Prime drawing number 005 titled "Visibility" and are aware that the access will remain as existing. The access is approximately 7m wide and the width gradually reduces to 3m at a distance of approximately 30m from the adopted highway.

Before the LHA can comment on the suitability of the site access, a swept path drawing of a 12.5m long rigid vehicle is required. The swept path should show the vehicle entering and exiting the site in a forward gear.

To ensure that a 12.5m rigid vehicle will be the largest vehicle that will service the site, an Operation Statement is required. In the Operation Statement further details should be submitted regarding the type of businesses that have enquired about relocating to the site, as stated within the Design and Access Statement. Within the Operation Statement, details regarding the types of vehicles that service these businesses should be included.

The LHA are also aware that no detailed site access track drawing has been submitted which shows the track serving the proposed commercial site. Despite this, the LHA note that only one-way movements can occur along the track. This is unacceptable given that the proposal and the existing B2 site will generate significant levels of traffic. Therefore, the LHA require improvements to be made to the access track to ensure that two-way movements as a bare minimum can be achieved throughout the site.

To ensure that the access track can accommodate two-way movements, the LHA advise that the internal carriageway should be a minimum of 6m wide. The internal carriageway width should then be supported by a swept path drawing showing a 12.5m long rigid vehicle entering and exiting the site in a forward gear.

Following the intensification of use of the access and the access track, a 2m wide footway from the proposed site to the site access should be provided. This is not only imperative to provide a segregated pedestrian facility for pedestrians using Public Footpath



FP0323023 following more vehicle movements but also to provide a segregated pedestrian link for staff members who may want to commute to work via more sustainable modes of transport, such as by walking or by bus.

The closest bus stops are provided approximately 150m away to the east of the site access along Lower Road. To encourage the use of these bus stops, the LHA will firstly request that a 2m wide footway is provided on the south side of Lower Road from the site access to Woodville cottages. An uncontrolled pedestrian crossing should also be provided linking the eastbound bus stop to the proposed southern footway. The LHA are aware that a footway in this location has already been requested as part of permitted application 3/2022/0553 which was for a commercial site. However, no works have been undertaken and a resubmission for the same site, 3/2023/0706, has been submitted to the Local Planning Authority. Therefore, for fairness whoever applies for a Section 278 agreement first will be required to provide the footway.

And secondly, the LHA will request that these bus stops located adjacent to Woodville cottages are upgraded to Lancashire County Councils bus stop specification. These works will all be undertaken under a Section 278 agreement.

Before improvements can be made to the access and the access track, as requested above, the LHA require further information regarding whether the Applicant owns the land either side of the track. This is because only the access track and the access, as shown on the drawing titled "Location Plan 1", are included within the red line boundary of the site. Therefore, to ensure that these improvements can be made, a revised site location plan is required.

The LHA have further reviewed Prime drawing number 005 titled "Visibility" and are aware that the site has provided visibility splays of 2.4m x 120m in both directions. While the LHA would normally request a traffic survey is undertaken, given that the site is located in close proximity to two speed limits, the LHA will accept the provided splays. This is because the LHA accepted these splays when reviewing outline application 3/2019/0666. Not only this but the road is relatively straight and so the site could potentially provide greater visibility if required.

Trip Generation

The LHA have reviewed the Statement provided by Modal Highway Consultants and require an amended and updated TRICs assessment to be undertaken demonstrating the predicted trips generated to and from the site. The LHA are requesting this because the TRICs assessment which has been submitted is from June 2017. Therefore, to ensure that no considerable changes to the predicted trip rates have occurred following the TRICs database expanding in subsequent years, a revised assessment is required.

Internal Layout

The LHA have reviewed the drawing titled "Site Layout Plan 2" and require further amendments to be made before the internal layout is at an acceptable standard. This is because of the following which will be discussed below:



Internal Access, Internal Carriageway and Footways, and Turning Areas

The LHA are aware that an 8m wide access located off the existing access track will be provided to serve the site and it will have a 16m kerb radii. Before the LHA can comment on the suitability of the internal access, the internal carriageway serving the three units and the three provided turning areas, a swept path drawing of a 12.5m long rigid vehicle is required showing that the internal layout including the turning areas are safe and suitable for such movements.

The LHA also welcome the provision of internal footways that will allow pedestrians a segregated route from the parking area to the Units. However, no footways have been provided at the internal access and there are no footways which serve Building 1. Therefore, further amendments are required on a revised site plan.

The LHA require the amended internal footways to link to the requested footways located along the access track, to ensure that pedestrians have a segregated facility in and out of the site.

Parking Arrangements

The LHA have reviewed the drawing titled "Site Layout Plan 2" and aware that the site will provide 17 car parking spaces for the 3 Units. However, the quantity of parking does not comply with the parking guidance as defined within the Joint Lancashire Structure Plan which requires the site to provide 26 car parking spaces given the internal floor area of the proposal. Therefore, further amendments are required.

The LHA inform the Agent that each Unit should have access to one electric vehicle charging point and a disabled space. The Agent has also provided each unit with a cycle storage facility which provides access to 7 cycle stands which is welcomed by the LHA.

Furthermore, as shown on the drawing, each Unit will have access to an internal Light Goods Vehicle (LGV) parking space. The LHA require a swept path drawing showing that the space is usable for an LGV before commenting on its suitability. The LHA do highlight that they are concerned that LGVs will have to reverse out of the space when exiting the Unit, which could lead to potential conflicts arising should other vehicles use the internal carriageway simultaneously.

Servicing Arrangements

Given that the largest vehicle servicing the units will be a 12.5m long rigid vehicle, a servicing area for each Unit is required which can accommodate these movements. Each servicing area should have a facility to ensure that these vehicles can exit the area in a forward gear, and this should be supported by a swept path drawing.

Sustainable Transport

The closest bus stops to the site are located approximately 150m away to the east of the site access along Lower Road. These bus stops serve hourly services to:

- Service 5- Clitheroe-Chipping.



- Service 45- Preston-Blackburn.

To encourage the use of these services by visitors and employees the LHA are requesting that these bus stops located adjacent to Woodville Cottages are upgraded. The LHA are also requesting the following and these works should be undertaken under a Section 278 agreement:

- 2m wide footway located to the south of Lower Road, from the site access to Woodville cottages.
- Uncontrolled pedestrian crossing linking the eastbound bus stop located opposite Woodville Cottages to the proposed footway.
- Street lighting review along Lower Lane.

Conclusion

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

- Swept path drawing detailing the suitability of the site access.
- Improvements to the access track ensuring that two-way movements can occur at all times and a 2m wide footway is provided linking the internal site to the site access.
- A revised site location plan showing that the land either side of the access track is within the Applicants ownership.
- Off-site highway improvements including:
 - 2m wide footway located to the south of Lower Road, from the site access to Woodville cottages;
 - Uncontrolled pedestrian crossing linking the eastbound bus stop located opposite Woodville Cottages to the proposed footway;
 - Upgrading the two bus stops located at and opposite Woodville Cottages, to the east of the site access;
 - Street lighting review along Lower Lane.
- Amendments to the internal layout including:
 - Servicing and parking arrangements;
 - Swept path drawings of a 12.5m rigid vehicle entering and exiting the site in a forward gear.
- A revised TRICs assessment.

Yours faithfully

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

