

13th May 2022

Your Ref: 3/2019/0666

Our Ref: MHC/2215

Planning Department
Ribble Valley Borough Council

Dear Sirs,

Planning Application for updated equivalent use Class E(g) Business Units on land east of Higher College Farm previously approved by 3/2019/0666 Outline application on Land south of Lower Road (B6243) B1 units

We have been asked by the Applicant to prepare a letter that considers the Planning Approval associated with Planning Application 3/2019/0666 for B1 units and how the subsequent change in equivalent land use classes relate to the Planning Permission in terms of traffic generation and highway impact.

Approved B1 Land Use Class Traffic Information

The Planning Approval (3/2019/0666), dated 29th November 2019, was for 3 Class B1 business units. The approved development included the provision of 3 Light Industrial units (B1) on the opposite side of the access road to Cleggs Chilled Foods. The proposed development will use the existing access road, with no changes proposed at the access point to Blackburn Road.

The 3 units have a combined Gross Floor Area (GFA) of 792 Sqm, with associated parking and turnaround areas. As part of the Planning Application, an estimate was made on likely traffic generations based on the TRICS

database. The following Table 1 summarises the agreed trip rates, based on a B1 land use class, and resultant traffic generation.

Table 1: Proposed Development Trip Rates and Traffic Generations

	Morning Peak 08.00 – 09.00			Evening Peak 17.00 – 18.00		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.466	0.259	0.725	0.121	0.379	0.500
Trips Generated	4	2	6	1	3	4

Note: Trip rates based on 100SqM GFA, and taken from TA Report prepared by PSA Design for Land off Blackburn Road, Longridge, dated June 2017.

The above trip rates indicate that there will potentially 6 trips generated 2-Way during the morning peak period and 4 trips generated 2-Way during the evening peak period.

This level of increased traffic will not have a material impact on the operation of the access road and not on the operation of the local highway network.

It was also agreed during the Planning Application that the size of the units are such that they would be desirable to start up companies. Light industrial units are therefore not likely to attract HGV traffic with the all the generated traffic typically being either cars or LGV's.

It is also understood that as part of the land owners Lease to the unit tenants that they will not be permitted to have deliveries made by articulated HGV's.

Despite the above, articulated HGV traffic is currently made to the Cleggs site. Clearly the HGV's turning maneuvers at the access are made safely as no accidents have been reported. There is sufficient visibility for both departing HGV's and arriving HGV's (forward visibility), and that other road users can clearly see if an HGV is turning.

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Drawing P19091-005 indicates the achievable (and agreed) 2.4 x 120m visibility splay based on a 40mph 85th percentile speed located at the 30mph transition.

Therefore the current usage of the access road by HGV has no severe impact on the safety of the local highway network, and clearly should the rare event occur where an HGV does access the proposed development, it is considered that this can be achieved safely and without causing a severe impact to highway safety.

Proposed New Land Use Class E(g)

The replacement land use class for the above permitted development is now Class E(g). This allows Commercial, Business and Service land use types. The proposal is for 3 starter units to be classified under Class E(g).

The updated proposal is for 3 similar sized units with an overall gross floor area of no more than that permitted previously of 792Sqm with associated parking and turnaround areas.

In terms of traffic generation and highway impact, there is no change to the type of development proposed previously and therefore the likely traffic generation will not change and will be as outlined in Table 1 above.

As before, the impact on the local highway network by this level of generated traffic will not be material and therefore will not have an adverse effect on highway safety.

As in the Approved Planning Application, the proposed E(g) starter units are unlikely to generate HGV traffic and as previously proposed, the building leases will not permit HGV deliveries. Despite this, the access road is already used by HGV's associated with Cleggs opposite, therefore should there be a rare event where an HGV does visit a unit, the access road is of adequate design that this could be carried out safely.

Summary

Planning Approval has been granted for three B1 light industrial units totaling 792 Sqm GFA. Subsequent to this Approval, the Land Use Class designations have changed. The proposal is now to re-classify these units as Starter Units with an equivalent E(g) land use class set by more recent planning legislation.

The proposals are likely to generate the same level of traffic as previously estimated, 6 trips 2-Way during the morning peak period and 4 trips 2-Way during the evening peak period. This is not considered a material increase in traffic and therefore the impact will be negligible.

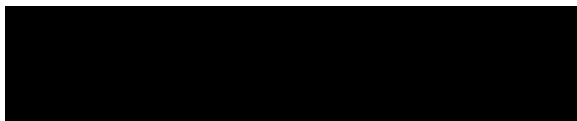
As agreed previously the proposals are not expected to generate HGV traffic, with tenants discouraged to generate HGV's via their lease agreement.

As agreed previously (3/2019/0666) it is considered that there is no need to make alterations to the access junction design as currently all vehicle movements occur safely.

Conclusion

In our professional opinion, there would be no change in traffic associated with change in land use class designation for the starter units (792Sqm) and that the proposals would not have an adverse impact on the local highway network and therefore access proposals are acceptable and safe.

Yours Sincerely

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Petros Price
MSc (Eng) BSc (Hons) MCILT DIC
Director
Modal Highway Consultants Ltd