

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0055
Our ref: D3.2023.0055
Date: 19th May 2023

FAO Will Hopcroft

Dear Sir/Madam

Application no: **3/2023/0055**

Address: **53 to 57 Berry Lane Longridge PR3 3NH**

Proposal: **Change of use of Unit 2 from retail unit (Class E) to a Hot Food Takeaway (Sui Generis) with installation of extraction equipment. Shop front alterations to units 1 and 2.**

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 proposed change of use of a retail unit to a Hot Food Takeaway at 53 to 57 Berry Lane, Longridge.

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

3/2023/0092- Advertisement consent for one main fascia signage box., one projecting sign and one internal digital screen. Ongoing.

Lancashire County Council

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



3/2021/1160- Demolition of an extension, polytunnels and storage building and erection of extension to existing retail premises (use class E) at ground floor and five apartments above. Conversion of upper floor of existing building to create two apartments. Refused 14/04/2022.

Site Access

The LHA are aware that the site will continue to be accessed off Berry Lane which is a C classified road subject to a 20mph speed limit.

While the site will not provide any car parking spaces, which will be discussed in further detail in the next section, the site will be serviced at the rear of the unit which is located off Warwick Street, an unclassified road subject to a 20mph speed limit.

Before the LHA can comment on the suitability of Warwick Street as a servicing location for the proposal, the LHA require a delivery and service plan to be submitted. In the plan, details should emerge regarding the type of vehicles which will service the site, the frequency and the expected time for deliveries.

The LHA make the Agent aware that Warwick Street serves numerous commercial units as well as a number of dwellings, which do not have access to off-street car parking facilities. Therefore, this means that cars park on-street on both sides of the adopted highway. As a result of this, the LHA are concerned that should a large delivery vehicle service the proposal from this location then Warwick Street is likely to be unsuitable.

Internal Layout

As already mentioned above, the site does not provide any off-street car parking facilities. For a hot-food takeaway to comply with the LHAs parking guidance, as defined in the Joint Lancashire Structure Plan, the LHA require the proposal to provide 37 car parking spaces.

However, the LHA will accept the shortfall in parking. This is because the site is located off Berry Lane which has a comprehensive package of Transport Regulation Orders which should prevent inappropriate parking. These bays along the road have limited waiting times, allowing for vehicles to park along the public highway for one hour during 9am-6pm Monday-Saturday. There is also a public car park located along Barclay Road which is within walking distance of the site should the waiting bays along Berry Road be full to capacity.

The LHA note that the waiting bays along Berry Road are unlikely to be at full capacity during the proposals peak time, which is expected to occur in the evenings. This is because when it's the proposals peak, the other commercial units along Berry Lane will be closed, meaning that customers to these units will not be using the bays providing further on-street capacity for the proposal. Customers may also not travel to the site, with the proposal offering a delivery service further reducing the number of trips associated with the site.

Furthermore, the site is located in a sustainable location in the centre of Longridge, which is well served by public transport such as buses via hourly services. The bus stops are located within walking distance of the site.



Should customers or employees live more locally, they may walk to the site further reducing parking demand. Some trips to the site will also be linked with other activities in the centre of Longridge or further afield. Therefore, for the reasons highlighted above and the existing retail unit having a shortfall of 15 spaces in any case, the LHA will accept the shortfall in parking.

Conclusion

The LHA require a delivery and service plan to be submitted to support the application. This is because the LHA have concerns regarding the site being serviced from Warwick Street.

Yours faithfully

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

