

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0573
Our ref: D3.2023.0573
Date: 10th August 2023

FAO Will Hopcroft

Dear Sir/Madam

Application no: **3/2023/0573**

Address: **Central Garage Warwick Street Longridge PR3 3EB**

Proposal: **Proposed industrial unit.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority advises the following reason for refusal:

1. The proposal, if permitted, would likely lead to inappropriate parking within the vicinity of the site and servicing for the two commercial units will likely occur on-street. This would be to the detriment to highway safety and the residual cumulative impacts on the road network would be severe. This is contrary to paragraph 111 of the National Planning Policy Framework (2021).



Introduction

The Local Highway Authority (LHA) are in receipt of an application for the erection of a new industrial unit at Central Garage, Warwick Street, Longridge.

Currently, the site is home to an existing commercial unit, APS Signs and Print. The Applicant is aiming to provide an additional commercial unit to the south of the existing unit.

Site Access

The LHA are aware that the site is located off Warwick Street, an unclassified road subject to a 20mph speed limit.

The LHA have reviewed David Haworth drawing number 1538/01 titled "Proposed Industrial Unit" and are aware that the site will utilise an existing access which serves the existing commercial unit. The LHA have reviewed the access width and are aware that the access is approximately 5.8m wide. For the site to comply with the LHAs guidance, the LHA require the access to be a minimum of 6m wide.

The LHA would also request that the gated access is setback a minimum distance of 10m behind the highway boundary, following the intensification of use. This could be reduced to 5m depending upon the size of vehicles which service the existing and proposed unit.

Internal Layout

The LHA have reviewed David Haworth drawing number 1538/01 titled "Proposed Industrial Unit" and following the erection of the proposed unit, the LHA have concerns regarding where the proposed and existing unit will be serviced from. This is because following the proposal, there is limited space for servicing vehicles to turn around and exit the site in a forward gear.

Currently, the LHA are unsure as to how the existing commercial unit is serviced, but the LHA are aware that there is adequate space where the proposed unit will be located to provide a servicing area.

However, as part of this proposal, this area will be removed meaning that there is no designated servicing facility for not only the existing unit but also the proposed. This could mean that should servicing vehicles refuse to enter the site, due to them not being able to turn around internally, then both units will be serviced from the street.

While, the LHA have no details regarding the type of vehicles which service the existing commercial unit or the proposed, the LHA are unable to accept any servicing from Warwick Street to serve the site. This is because not only does this conflict with Paragraph 112 (d) of the National Planning Policy Framework (NPPF, 2021), which requires a development to provide access for servicing vehicles but the existing situation along Warwick Street causes for concerns, should on-street servicing occur.

The LHA are unable to accept servicing for the two commercial units to occur on-street because there will be limited space for this to occur. This is due to Warwick Street being



prone to on-street parking occurring on both sides of the carriageway for the full length of the street, which has been seen on a site visit and by reviewing Google Streetview. Vehicles park on-street because the street is home to a number of existing retail and industrial units as well as a number of dwellings. These units and dwellings do not have access to any off-street parking facilities. Therefore, there is limited spare capacity for servicing to occur.

Following there being limited space at the side of the carriageway, servicing vehicles could instead wait in the middle of the carriageway. This would be unacceptable and be to the detriment of highway safety and contrary to paragraph 111 of the NPPF (2021). This is because it would impact upon the free flow of Warwick Street, which could then lead to traffic flow issues overlapping onto the local highway network with vehicles having to wait until the vehicle moves.

Even if servicing vehicles enter the site, should there be no available space on-street, as already mentioned, there are no turning facilities internally to exit the site in a forward gear. Therefore, large servicing vehicles will be expected to reverse out of the site. However, this would be to the detriment of highway safety with vehicles parking on-street not only providing an obstruction to the reversing movement potentially creating conflict points but also parked vehicles obstructing the access's visibility splays, meaning that conflicts could occur should other vehicles be using Warwick Street at the same time as the movement. As a result of the potential conflicts, allowing this area to be used will be to the detriment of highway safety and contrary to paragraph 111 of the NPPF (2021).

The LHA have further reviewed David Haworth drawing number 1538/01 titled "Proposed Industrial Unit" and are aware that the existing and proposed site are proposing to provide 7 car parking spaces, which will be shared by the existing and proposed units.

Unfortunately, the LHA are unwilling to formalise the area with 4 of the spaces being deemed unusable due to there being inadequate turning facilities internally and two of the spaces potentially conflicting with each other. Therefore, the site can only provide 3 car parking spaces, which are deemed safe and suitable for the two units.

While the LHA only require 2 car parking spaces to be provided for the proposed unit to comply with the LHAs parking guidance given the units internal floor area, this will mean that only one space will be available for the existing unit.

The LHA do not have any details regarding the internal floor area of the existing unit or its parking demand, but the LHA are able to determine that the parking demand for the existing unit will be more than one car parking space. Therefore, following the proposal there will be a shortfall in parking at the site.

The LHA are unable to accept any more on-street occurring along Warwick Street, with it being close to full capacity. The available gaps in between the parked vehicles are required as passing places, with only one-way movements able to occur along the street due to on-street parking constraining the carriageway width. Therefore, by accepting any shortfall in parking, the LHA are concerned that any available gaps which are used essentially as passing places will be full to capacity, meaning that vehicles will have to reverse until an available gap is found to enable one-way movements to occur along the

street. This could be for a considerable distance and so would be to the detriment of highway safety and contrary to paragraph 111 of the NPPF (2021).

Conclusion

The LHA object to the application due to there being no servicing facilities provided for the two units internally and due to the shortfall in parking at the site. The LHA are concerned that should the application be permitted, it would be to the detriment of highway safety and in turn contrary to paragraph 111 of the NPPF (2021).

Informative

This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

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

