

Development Control
Ribbles Valley Borough Council

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Your ref: 23.0706
Our ref: D3.23.0706
Date: 23rd January 2024

App no: 23.0706

Address: Higher College Farm Lower Road Longridge

Proposal: 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.

The submitted documents and plans including Evolve Architectural Design Ltd 'Proposed site plan' EAD_203_03_Rev C2, PSA Design Transport Statement and Travel Plan dated December 2023 have been reviewed and the following comments are made.

History

Application reference 22.0553 approved the erection of 5265sqm commercial units (Use Class E(g)) including conversion and extension of existing farmhouse for purposes of Use Class E (g).

Condition 17 restricts the development to use class E(g), condition 26 (motorcycle parking), 27 (CTMP), 28 (Road specification), 29 (restricted use of existing access for fields only), 30 (Visibility splays), 31 (Off-site highway works), 32 (Delivery goods management strategy), 33 (Car parking), 34 (EV charging) and 35 (Travel Plan).

Application reference 17.0602 approved circa 3,000sqm of mixed-use classes B1, 2 and 8. All matters were reserved except for access and change of use of the farmhouse to office (B1).

A new access on Lower Lane and off-site highway works were approved and shown on drawing PSA Design H2683-01 Rev A dated Nov 2017.

Proposal

This application proposes 40 class E(g) units totalling a floor area of 2788sqm and an ancillary battery storage and maintenance unit (sui generis) of 140sqm.

There are 101 car parking spaces proposed including 10 disabled parking spaces, 4 motorcycle spaces, 10 cycle spaces (secure and covered) and 8 electric vehicle charging points.

Site access

The previously approved drawing PSA Design H2683-01 Rev A dated Nov 2017 is submitted for this application and the design is carried forward onto 'Evolve Architectural Design Ltd 'Proposed site plan' EAD_203_03_Rev C2' and is deemed suitable to accommodate the development traffic.

The new access will serve the whole development and will need to be constructed prior to the works commencing on site.

The works need to be completed under a S278 agreement with Lancashire County Council – contact email developeras@lancashire.gov.uk . Due to high demand for these services, the developer should make early contact to progress the agreement.

The existing access on Lower Lane will remain open to serve the existing farmhouse and field accesses. The existing gap in the hedge will be infilled to separate the existing access from the development site. We do not support the intensification of use of the existing access due to sub standard geometry and visibility splays.

Public footpath 23 runs along the eastern boundary of the site but is not affected by the development proposal.

Parking

There are 101 car parking spaces proposed including 10 disabled parking spaces, 4 motorcycle spaces, 10 cycle spaces (secure and covered) and 8 electric vehicle charging points.

The units are for class E(g) uses carried out in residential area, offices, research and development, industrial processes (Formally B1 – 1:30) with floor area of 2788sqm will require 93 spaces. The battery storage area will generate very infrequent maintenance vehicles.

The level of parking provision is considered acceptable.

A Framework Travel Plan is submitted and this is considered acceptable.

Servicing

Appendix C of the Transport Statement includes a swept path analysis for a 11.2m refuse wagon and articulated vehicle (largest delivery vehicle) to enter, turn and exit onto Lower Lane in forward gear.

This is considered acceptable. A Delivery Management Strategy is not considered necessary.

Conclusion

Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the



proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

Should the application be approved the same conditions are requested as for the previously approved application expect for the Delivery Management Strategy which is not considered necessary.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - a) The parking of vehicles of site operatives and visitors
 - b) The loading and unloading of plant and materials
 - c) The storage of plant and materials used in constructing the development
 - d) The erection and maintenance of security hoarding
 - e) Details of working hours
 - f) HGV delivery times and routeing to/from the site
 - g) Contact details for the site manager

REASON: In the interests of protecting residential amenity from noise and disturbance and to ensure the safe operation of the Highway in accordance with Policies DMG1 and DMG3 of the Ribble Valley Core Strategy.

2. The new estate road/access between the site and Blackburn Road shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

REASON: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

3. The existing access on Lower Lane (along the western boundary of the site) shall be used only for access to the Farmhouse and fields to the west of the site and not in connection with the development hereby approved. Measures to control access should be submitted for approval prior to the first occupation of the site.

REASON: To prevent use of an access which has insufficient geometry and visibility splays.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4m measured along the centre line of the proposed road from the



continuation of the nearer edge of the carriageway of Blackburn Road to points measured 61m in each direction along the nearer edge of the carriageway of Blackburn Road, from the centre line of the access, and shall be maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority').

REASON: To ensure adequate visibility at the street junction or site access.

5. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. For the avoidance of doubt the anticipated highway works shall include;-

- a) Provision of pedestrian refuge and localised carriageway widening
- b) Signing and lining
- c) Junction realignment at the Blackburn Road, Lower Lane, Preston Road junction
- d) Provision of a footway on the south side of Blackburn Road from the proposed pedestrian refuge to Woodville cottages
- e) Advertising and implementation of a 40mph speed limit on Blackburn Road from the current 30mph terminal point in an easterly direction

REASON: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site

6. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 5 has been constructed and completed in accordance with the scheme details.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

7. The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas shall be marked out in accordance with the approved plan before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas.

8. Cycling and motorcycling facilities shall be provided in accordance with a scheme to be approved by the Local Planning Authority and the facilities shall be provided in accordance with the approved plan before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas.



9. Electric vehicle charging points shall be provided in accordance with a scheme to be approved by the Local Planning Authority and the facilities shall be provided in accordance with the approved plan before the use of the premises hereby permitted becomes operative.

REASON: To allow for the effective use of the parking areas.

10. The Framework Travel Plan shall be adhered to in accordance with the details and timetable contained within it for at least 5 years.

REASON: To ensure sustainable travel modes are promoted and supported to minimise use of the private car.

Informative note

The grant of planning permission will require the applicant to enter into a S278 Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at developeras@lancashire.gov.uk.

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Highways and Transport
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