

Development Control
Ribbles Valley Borough Council

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 23.0754
Our ref: D3.23.0754
Date: 20th October 2023

App no: 23.0754

Address: Judge Walmsley Mill Longworth Road Billington

Proposal: Proposed change of use of agricultural land to new car park and storage yard

The submitted documents and plans have been reviewed and the following comments are made.

History

The site has been used for manufacturing since circa 1890, originally for cotton. Planning applications references 1990/0279 for alterations and re-roofing to existing industrial workshop and 1994/0651 for telecoms equipment were previously approved for Harrisons Engineering and Vodaphone. The approved documents are not able to view on the Ribbles Valley website therefore comments relating to these cannot be made at this time.

Proposal

The application seeks the relocation of the employees' car park, with a new 101 space car park, the creation of a storage yard and the formalisation of the circulation route around the site for HGV's using the existing access arrangements on Longworth Road.

Judge Walmsley Mill is the headquarters for Harrisons Engineering, employing approximately 100 people, there are additional sites in Great Harwood (Rishton Welding), Barnoldswick (Harrison's Engineering) and Burnley (AMR Laser Cutters).

Harrison Engineering specialises in metal fabrication and welding and produces large scale structures. The company has a fleet of approximately 15 No. vans; 6 No. other company vehicles and 3 No. wagons.

Access

Access to the Mill site is via Longworth Road, which is unclassified, adopted highway subject to a 20mph speed limit. Public footpath 3-6-FP-43 runs between Longworth

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PO Box 100, County Hall, Preston, PR1 0LD



Road, along the eastern boundary of the site and across the River Calder, connecting to Broad Lane/The Sands, Whalley.

There is a single point of access from Longworth Road into the site. HGV's enter the site to load/unload and travel anti-clockwise around the perimeter road, east to west.

The applicant states that a lack of space for HGV goods loading/unloading is causing congestion which disrupts the operation and safety of the site.

The proposed changes are intended to address this.

The applicant also states that it is not anticipated that the development will lead to greater numbers of vehicles visiting the site. The improvements to site circulation and parking should ensure that all visitors to the site, including cycles, cars, vans and HGV's can be accommodated within the site and manoeuvre safely.

There is no increase in the number of employees as a result of the proposal.

Upon visiting the site, I note that the junction of Longworth Road and Whalley Road has limited manoeuvring space within the carriageway and visibility due to the acute angle of the junction. There are no footways on the first section of Longworth Road where it joins Whalley Road which increases the conflict with pedestrians.

In the previous 5 years, there is a single collision recorded at this junction which resulted in one serious and one slight adult injury, both vehicle occupants.

The geometry of this junction caters poorly for HGV movements and a significant increase in HGV movements is not likely to be supported by the Highway Authority.

Notwithstanding this, the proposal is not anticipated to generate a significant increase in the number of HGV's to site and is intended to formalise circulation and parking space to improve safety within the site.

Parking

There are 101 spaces plus 4 visitor spaces and 9 van spaces proposed, totalling 114 spaces. This is a small increase on the existing 99 spaces.

Secure, covered cycle parking and electric vehicle charging points should be provided to support sustainable travel at a rate of 10% of the parking provision which equates to 11 cycle spaces and 11 electric charging points.

Supporting sustainable travel is essential to ensure that employees are travelling to site using sustainable modes.

Employees can travel to site by bus with services through Billington and Whalley numbered 22, 25 and 280 which connect to Clitheroe, Blackburn, Preston and Skipton. Whalley Train Station and Town Centre are within walking distance of the site.

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 following conditions are requested.

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:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. Prior to first use of the development hereby permitted a secure cycle store for at least 11 bicycles shall be provided and 11 electric vehicle charging points.
Reason: To support sustainable travel

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
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