

Ribble Valley Borough Council  
Housing & Development Control

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Your ref: 3/2024/0020  
Our ref: D3.2024.0020  
Date: 18<sup>th</sup> July 2024

App. no: **3/2024/0020**

Address: **Alston Dairy Alston Lane Longridge PR3 3BL**

Proposal: **Erection of proposed Class E retail unit for sale of some local farm produce, including mezzanine café and terrace area with car parking and service yard; extension to the dairy warehouse; new staff parking; storage building with associated access. Landscaping across the whole site and associated works.**

Further to our original comments dated 18<sup>th</sup> March 2024 and site meeting on 8<sup>th</sup> April 2024, the Local Highway Authority have viewed the amended plans Revision 6 and PSA highway technical note dated 21<sup>st</sup> May 2024 and have the following comments to make:

### **Proposal**

The Local Highway Authority (LHA) have been re-consulted on an application for the erection of a proposed Class E retail unit for sale of some local farm produce, including mezzanine café (floor area 640sqm Class E(a) with ancillary use Class E(b) and terrace area with car parking and service yard; extension to the dairy warehouse (floor area 2320sqm Class E(g)(iii) Industrial processes; new staff parking; and a storage building (floor area 465sqm Class B8) with associated access at Alston Dairy, Alston Lane, Longridge.

The LHA are aware of the most recent planning history associated with the site and the applications are listed below:

3/2022/0800- Removal of condition 7 (origin of the milk to be processed) from planning permission 3/1993/0009P to allow milk from other farms to be imported for business use. Permitted 20/09/2022.

3/2017/0500- Proposed extension and relocated parking (parking started under planning permission 3/2016/0994). Permitted 19/07/2017.

3/2016/0994- Proposed extension to existing dairy to provide new chill store and extension to loading ramp, new car park for 16 vehicles. Permitted 19/12/2016.



## Site access

The Pinfold Road access has been removed from the scheme.

Preston Road is classified B6243 and subject to a 30mph speed limit. The existing site access will serve the proposed farm shop and café along, the extension to the dairy building, the individual customer and staff car parks and the new storage building.

A 7day Automatic Traffic Counter was installed between the dates 19th April and 25th April 2024 at a location just to the south of the existing site access.

The observed 85%ile speeds are recorded at 37.2mph NB and 39.1mph SB which require splays of X2.4m by Y56m to the south and Y61m to the north. The splays lie within the adopted highway.

The proposed site access improvements on Preston Road shown on the drawing HWL drawing number PL-05 Rev R6 are agreed and we may request technical detail changes during the S278 agreement process.

## Pinfold Lane field gate

We would request a planning condition to prohibit the use of the existing field gate to access the storage building.

As shown on the amended site plan R6, the storage building will be accessed through the main access on Preston Road.

## Trip Rates

### Farm shop and café – Class E (a) with ancillary Class E (b) 640sqm

Manual classified turning counts were undertaken at Little Town Dairy Farm shop, Longridge Road on Saturday 20th April and Tuesday 23rd April between the hours of 12:00 and 15:00 on the Saturday and 08:00 to 10:00 and 14:00 to 16:00 on the Tuesday. The weekday afternoon survey times were changed from those originally planned as the farm shop closes at 4pm.

It is noted that the count includes trips generated by the farm and garden centre. The trip destinations were recorded on Wednesday 29<sup>th</sup> May 2024 between 12.30 – 13.30 and showed 50% of the trips were generated by the farm shop and café.

Therefore, the trips proposed to be generated by the café and farm shop are 13 two-way movements during the AM (0800-0900), 33 two-way movements in the site peak (14.00-15.00), 33 two-way movements during the PM (1700-1800) and 51 two-way movements during the Saturday peak (13.45-14.45).

### Alston Dairy production



Manual classified turning counts were undertaken at the Alston Dairy entrance onto the B6243 Preston Road on Wednesday 24th April 2024 for the periods: 5:30am to 9:30am and 2pm to 6pm. In addition, car park occupancy surveys were also undertaken.

The trips being generated by the Dairy are 16 two-way movements during the AM (06.45-07.45), 8 two-way movements in the AM (07.45-08.45), 38 two-way movements during the PM (14.15-15.15) and 20 two-way movements during the PM (16.30-17.30).

The total existing and anticipated trips generated by the Dairy extension are 27 two-way movements during the AM (06.45-07.45), 14 two-way movements in the AM (07.45-08.45), 65 two-way movements during the PM (14.15-15.15) and 34 two-way movements during the PM (16.30-17.30).

### Storage building

The proposed storage building will be used to store equipment and logs from other sites. The largest vehicle expected to need to access this building would be a 3.5t panel van on a very occasional ad-hoc basis.

Due to the small number of trips this element generates they are not included in the junction assessment.

### **Junction Capacity Assessment**

There is no junction assessment provided. The proposed improvements to the right turn lane provision will accommodate the increase in capacity to the site and an assessment is not considered necessary.

### **Servicing and refuse**

The refuse and servicing for the Farm shop and café will be undertaken via the main access and to the rear yard. The route is tracked for a full-size articulated vehicle.

### **Parking for the Farm shop and Café**

The car park occupancy survey undertaken at the Little Town Dairy shows a maximum parking demand of 19 vehicles in the weekday peak and 24 vehicles in the Saturday peak.

As previously stated, based the maximum standards based upon the floor area for a Class E (a) and (b) formerly Class A1 food shop and A3 food and drink, is 81 spaces, which equates to a shortfall of 55 spaces.

However, the submitted data demonstrates that the proposed car parking area of 28 spaces is sufficient to accommodate demand at a similar site. As there are no staff at the Dairy at weekends, there will be the staff car park of 42 spaces which will be used as an overflow if required.

### **Parking for the staff at the Dairy**



Car park occupancy surveys were undertaken at the Dairy on Wednesday 24th April 2024 for the periods: 5:30am to 9:30am and 2pm to 6pm. The maximum parking demand in weekday AM is 23 and weekday PM is 20. No weekend working at the Dairy occurs.

Data has been collected for the travel modes of the existing staff which shows that of the 32 production staff, 50% drive to work and 50% get dropped off/bus/walk. 100% of the 7 administration staff drive to work.

The additional 28 production staff and 2 administration staff can be anticipated to generate an additional 16 vehicles per weekday.

Overall, the Dairy is anticipated to generate a maximum of 39 vehicles in the AM and 34 in the PM.

As previously stated based upon the maximum standards based upon the floor area for a B2 building is 52 spaces, shortfall of 10.

However, the submitted data demonstrates that the proposed car parking area of 42 spaces is sufficient to accommodate the maximum demand of the Dairy which is 39 vehicles.

### **Drainage Strategy**

A connection to the watercourse will require a separate consent.

### **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 impact of the proposed development can be mitigated to ensure that there is no severe impact on highway safety, capacity or amenity in the immediate vicinity of the site.

1. Within 3 months of commencement a scheme for the site access and off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first trading of the development hereby permitted.
  - a. Improvement works on Preston Road to include widening of right turn lane with new central refuges, new footway to the east side of Preston Road and footway clearance of vegetation on the west side.
  - b. Upgrade of 2 nearest bus stops on Preston Road.  
Reason: To mitigate the impact of the development traffic on the highway network.
2. 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 2.4 m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Preston Road to points measured 56m to both sides of the proposed access along the nearer edge of the carriageway of Preston Road, from



the centre line of the access, 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.

3. Prior to the first trading of the development hereby permitted parking and turning areas shall be constructed in a bound porous material and marked out and made available for use and maintained for that purpose for as long as the development is trading. Reason: To ensure adequate parking provision is provided.
4. Prior to first trading of the development hereby permitted the secure cycle store shall be provided and maintained thereafter for that purpose for as long as the development is trading. Reason: To support sustainable travel

#### 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 applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk) .

A separate consent from LCC Flood Risk Team will be required to connect to a watercourse.

Yours faithfully

Kelly Holt  
Highway Development Control  
Highways and Transport  
Lancashire County Council

