

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2024/0020
Our ref: D3.2024.0020
Date: 18th March 2024

FAO Stephen Kilmartin

Dear Sir/Madam

Application 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.**

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) have been consulted on an application for the erection of a 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; and a storage building 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

Due to the site utilising two accesses following the proposal, this section has been split into two sub-sections.

The first reviews the existing access located off Preston Road, which is a B classified road subject to a 30mph speed limit. The access will serve the proposed farm shop and café along with the extension to the dairy building and the individual customer and staff car parks.

The second sub-section will review the proposed access which will serve the proposed storage building. This new access is located off Pinfold Lane, which is an unadopted access track. The access track serves Bridleway BW0302119 along with numerous dwellings and farms.

Preston Road access

The LHA have reviewed HWL drawing number PL-05 Rev R4 titled "Proposed Site Plan" and note that the proposal will utilise the existing access to serve the proposed farm shop and cafe along with the extension to the dairy warehouse. However, as presented within the Transport Statement, the site is expected to generate 92 two-way movements during the AM (0800-0900) and 84 two-way movements during the PM peak (1700-1800). As well as 84 two-way movements during the Saturday peak (1200-1300). While the LHA require further information regarding where this trip data has been generated from, with the Transport Consultant stating that the trip rates have been derived from "experience of working on other sites for the Applicant." As presented, given the expected trips the site will generate during peak hours, the LHA require further carriageway widening along Preston Road to incorporate a full right turn lane into the site.

The LHA require the right turn lane on Preston Road to be a minimum of 3.5m wide, while both running lanes need to be a minimum of 3.25m wide. The widening of Preston Road can be achieved by setting back the site access further into the site to allow for this localised carriageway widening. The LHA will also require a splitter island to be provided above the right turn lane to protect right turners from any overtaking vehicles. The splitter island will have a dual use, with it being used as a pedestrian refuge connecting the existing footway along the western side of Preston Road to the site.



Given that the footway along the western side of Preston Road will connect the residential developments to the north to the proposed farm shop and cafe, the LHA will request that all the vegetation along the footway is scaled back with this all being highway verge. Following the scaling back of this vegetation, should there be scope to widen the footway further, the LHA will request that this occurs with the footway being less than 2m wide.

To connect the pedestrian refuge which will act as a splitter island to the site, the LHA require the site access to provide a 2m wide footway to the north. The footway should connect to the proposed pedestrian refuge and be provided up to the farm shop and the staff car parking area. The LHA require an internal footway to be provided to ensure that there is a segregated pedestrian link to and from the site with the site generating a significant number of trips from vehicles of all sizes.

To the south of the site, as shown on HWL drawing number PL-05 Rev R4, a pedestrian refuge along Preston Road which will connect the site via an internal pedestrian link to the existing footway along the western side of Preston Road has been proposed. However, some further localised carriageway widening will be required to ensure that each running lane is a minimum of 3.9m wide. This again can be achieved by setting everything back further into the site.

The LHA will also request that the closest bus stops located adjacent to and opposite the Public House, the White Bull Inn are relocated further northwards due to there being localised constraints associated with the bus stops. The LHA will request that these bus stops are relocated adjacent to and opposite the dwelling named "Rose Villa." Each new bus stop should have as a minimum a flag and pole and bus boarder kerbing.

Furthermore, there should be a highway improvement scheme submitted which then connects each bus stop to the site. The LHA require any internal pedestrian link from the site to Preston Road to be a minimum of 2m wide.

Given the alterations to the access, following the requested improvements along Preston Road, the LHA will require a revised swept path drawing to be provided showing articulated vehicles entering and exiting the site in both directions. The LHA also require, following the intensification of use of the site access, a traffic survey to be provided. The LHA require the survey to then be used to provide the 85th percentile speeds in both directions which will then be used when setting the required visibility splays. These visibility splays will then need to be shown on a revised site access plan.

Pinfold Lane access

The LHA have reviewed HWL drawing number PL-05 Rev R4 titled "Proposed Site Plan" and note that a new access is proposed off Pinfold Lane. This access will serve a storage building.

Currently, as presented, the LHA are unable to comment on the suitability of the site access. This is because the LHA require further information regarding the expected size of servicing vehicles that will utilise the access. The Transport Consultant within the Transport Statement did state that the storage building will be used to store logs and machinery associated with the farm.



Despite this, the Agent as shown on HWL drawing number PL-06 Rev R4 titled "Proposed Site Plan Tracking" has only tracked a 3.5 tonne panel van which is 5.339m long when entering and exiting the site. The LHA, given the use of the building to store large equipment, expect a larger vehicle to service the site. Therefore, further information is required.

The LHA do have concerns associated with the location of the site access should larger vehicles, such as an articulated vehicle services the site which is expected given the proposed B8 use. This is because the site access is only approximately 18.2m away from the junction between Pinfold Lane/ Preston Road. Therefore, should vehicles such as an articulated vehicle which is 16.5 long service the site, this could impact upon the operation of Preston Road as well as the safe operation of the junction with large vehicles having to turn immediately into the site.

The LHA also question the suitability of a storage building in this location, with it being a significant distance away from the farm and Pinfold Lane being a Public Right of Way with it serving Bridleway BW0302119. Therefore, the LHA are concerned following the intensification of use of Pinfold Lane, that potential conflicts may occur between vulnerable road users including pedestrians and equestrians using the Bridleway and large vehicles, should the site be used regularly as expected.

Following further information, the site access may need to be amended to allow the largest servicing vehicle to enter and exit the site and the gate will also need to be setback, as a minimum, to the length of the largest vehicle. This is to prevent vehicles from waiting on the unadopted track which is a short distance away from the adopted highway and junction.

The LHA also advise that the tree to the east of the access may need to be felled with it being located within the accesses visibility splays and the LHA require a visibility splay drawing to be provided at the junction between Preston Road/Pinfold Lane. The LHA require visibility splays of 2.4m x 43m to be provided in both directions.

Trip Rates

As already mentioned, the Transport Consultant within the Transport Statement has stated that the site is expected to generate 92 two-way movements during the AM (0800-0900), 84 two-way movements during the PM (1700-1800) and 84 two-way movements during the Saturday peak (1200-1300). The Transport Consultant has gathered this data from "experience of working on other sites for the Applicant." However, the Transport Consultant has not provided the evidence from where this data is from. Therefore, the LHA require further information regarding where these trips rates are derived from.

The LHA advise the Transport Consultant that should the site where these trips rates are derived from not compare to the proposed use, the LHA will suggest that a traffic survey is conducted at a farm shop which has a café. This is so the LHA can get an understanding on the expected number of trips the site will generate.

Usually, the LHA would advise that TRICs should be used for predicting the expected trips generated to and from the site. But there is no category for a farm shop or category which



relates to this use on the traffic survey website. Therefore, a traffic survey at a similar existing site maybe required.

Junction Capacity Assessment

The LHA will request that a PICADY assessment for the site access/ Preston Road is provided. To provide the baseline data for the junction capacity assessment, a 7-day traffic survey is required within the vicinity of the site.

Internal Layout

The LHA have reviewed HWL drawing number PL-05 Rev R4 titled "Proposed Site Plan" and require further amendments and further information to be submitted before the internal layout which will serve the farm shop and dairy extension is at an acceptable standard. This is because of the following items, which will be discussed below.

Internal Carriageway

The LHA have reviewed HWL drawing number PL-05 Rev R4 and are aware that the internal carriageway will be widened from 4.1m wide to 5.75m wide. Before the LHA can comment on the suitability of the internal carriageway as it serves the farm shop and staff car parking area, the LHA require further information regarding the frequency of deliveries to the farm shop and the dairy extension. Further information is also required regarding the expected size of delivery vehicles and the frequency of servicing vehicles to the existing site.

Following the submission of an Operation Statement as detailed above, the LHA will then be in a better position to assess the proposed turning and servicing areas for the farm shop and dairy extension.

The LHA have further reviewed the drawing and are aware that the internal junction serving the farm shop car park and the staff car park/ dairy extension are directly opposite each other. Given the expected flows at both internal junctions, the LHA require one of the internal junctions to be slightly offset from the other to prevent any internal conflicts should vehicles be using the two junctions simultaneously.

The LHA also require the internal layout to provide a 2m wide footway which connects the proposed farm shop and the staff car parking area to the site access. The LHA require a segregated internal pedestrian route to be provided due to the expected traffic the site will generate, the type of vehicles which will service the site and to support sustainable transport measures. Provision for uncontrolled internal pedestrian crossings need to be considered and each internal pedestrian link should be a minimum of 2m wide.

Parking for the Farm shop and Café

The LHA have reviewed HWL drawing number PL-05 Rev R4 and are aware that the parking area for the proposed farm shop and café will provide 28 car parking spaces which includes 4 accessible parking bays and 2 electric vehicle charging points, as well as 2 motorcycle spaces.



For the proposed farm shop and café to comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, the LHA require the site to provide a minimum of 81 car parking spaces, given the internal floor area of each proposed use. This is a shortfall of 55 car parking spaces.

Before the LHA can accept any considerable shortfall in parking at the site, the LHA require a parking survey to be conducted at an existing farm shop which has a café in a similar location. The LHA require a parking survey for a similar enterprise to gain an understanding regarding the expected parking demand at the proposed site. A parking survey of a similar land use is needed given that there are no traffic surveys for a farm shop on TRICS. Details regarding the maximum number of staff members on site at any one time and their expected shift patterns should also be submitted.

Staff Parking

For the dairy extension, the site is proposing to provide 42 car parking spaces to serve the members of staff employed at the site. For the extension to comply with the LHAs parking guidance, given the internal floor area, the LHA would require the site to provide 52 spaces which includes 5 electric vehicle charging points, 5 accessible spaces and 2 motorcycle spaces should it be classed as a B2 use. As a result, the proposed dairy extension has a shortfall of 10 spaces.

However, the site is expected to have a bigger shortfall in parking, with the staff car parking area being used for the whole dairy production facility, including the existing buildings. Therefore, to gain an understanding of the existing internal floor area at the site, the LHA require the floor area of the existing production buildings to be provided in an Operation Statement.

In the Operation Statement, the LHA also require the following details to be submitted which will help shape the required number of parking spaces at the site. These details include:

- Existing and proposed number of employees at the site.
- The maximum number of staff members on site at any one time following the proposal.
- How do existing employees travel to work and from where.

Drainage Strategy

The LHA have reviewed Pluvian drawing number PN0107-XX-XX-DR-Y-0001 Rev P03 titled "Drainage Layout" and note that the sites surface water will connect to the culverted watercourse located in the adjacent field to the north of the site.

The LHA require the Applicant to gain separate consent from the Lead Local Flood Authority before connecting to the culverted watercourse. The LHA advise that discussions should be had now to investigate whether a connection to the watercourse will be acceptable.



Refuse Collection

The LHA have reviewed the proposed Waste Management Plan and require further details regarding where refuse will be collected from for the proposed farm shop and café. This is because, as stated on the plan, the Agent has stated that on collection days bins will be transported to their dedicated collection point on site and returned upon collection. However, there are no details regarding where this will be. Therefore, the LHA require further information regarding the proposed bin collection point for the farm shop and café.

The LHA advise that waste for the farm shop and café is collected from the proposed servicing and turning area for the farm shop.

Sustainable Transport

The site is located approximately 275m to the south of the closest northbound and southbound bus stops. These bus stops are located adjacent to and opposite, the Public House named the "White Bull Inn" and serve regular services to Longridge and Preston City Centre.

However, there are localised constraints associated with the location of these bus stops which prevent any improvements to be made. Therefore, the LHA require these bus stops to be relocated adjacent to and opposite the dwelling named "Rose Villa," were as a minimum bus border kerbing should be provided. The LHA will request that the relocation of these bus stops and any highway improvements which improve pedestrian connectivity to and from the site are secured under a Section 278 agreement.

Conclusion

The LHA require further information before the LHA can fully assess the application. The LHA require the following:

- Improved off-site highway improvement scheme to the north and to the south of the access which will serve the proposed farm shop, café and dairy production facility.
- Further details regarding the size of servicing vehicles that will serve the storage building.
- Visibility splays at the junction between Pinfold Lane/ Preston Road and access serving the proposed farm shop.
- Evidence regarding the submitted trip rate data.
- Traffic survey and a PICADY assessment of the site access/Preston Road.
- Operation Statement regarding the proposed and existing use at the site.
- Internal carriageway improvements including provision of a 2m wide footway connecting the site access to the staff car parking area and farm shop and café.
- A parking survey to be conducted at an existing farm shop which has a café in a similar location to assess parking demand.
- Further details regarding refuse collection for the farm shop and café.

Yours faithfully

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