

Development Control
Ribble Valley Borough Council

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

Your ref: 24.0771
Our ref: D3.24.0771
Date: 13th November 2024

App no: 24.0771

Address: Land at Causeway Farm Longsight Road Balderstone

Proposal: Outline planning application for up to 9,290sqm of employment development. (Use Class B2 - General Industrial and/or Use Class B8 - Storage and Distribution with access applied for off A59 Longsight Road (all other matters reserved)).

The submitted documents and plans, including Eddisons Transport Assessment and Framework Travel Plan have been reviewed and the following comments are made.

History

3/2023/0148 - Outline planning application for up to 9,290sqm of employment development. (Use Class B2 - General Industrial and/or Use Class B8 - Storage and Distribution with access applied for off A59 Longsight Road (all other matters reserved)).

Refused at committee on 21st September 2023 and the decision notice issued dated 22nd September 2023 with reason 4 being:-

The proposal fails to demonstrate that the proposed site access arrangements are safe and suitable to serve the development. These highway safety concerns mean the development is contrary to Policy DMG1 of the Ribble Valley Core Strategy 2008 - 2028 as well as the National Planning Policy Framework.

Ribble Valley Borough Councils committee report dated the 21st September 2023 records, *'further information was received from the agent today with regards to the outstanding highway issues and this has been sent to LCC highways for comments. LCC highways have responded that they are not able to get a response prior to the meeting due to the short time frame therefore it is recommended that members continue to consider the application at committee, where the highway refusal reason remains. Should the committee agree with the officer's recommendation to refuse the application then the agent may choose to continue their dialogue with LCC highways post decision, and should this matter be resolved then the council would then withdraw its highway reason as part of any appeals process.*



Subsequently we did review the amended plans that were submitted on the 21st September 2023 at committee and concluded that the matters raised during the consultation period had been addressed satisfactorily.

Proposal

The application is a re-submission of 3/2023/0148 and seeks the same amount and type of development.

Sustainability

The site is located on the A59 within close walking distance of bus stops with limited bus services and a SPAR shop. Based upon the distance to the bus stops and destination of services, distance to train station and defined cycle routes, the site is expected to offer a (lowest range) medium level of accessibility.

A Framework Travel Plan is submitted with the application. A robust Travel Plan and mitigation measures to support sustainable travel modes are required to support this development.

Lancashire County Council offer a Travel Plan support service whereby we oversee the progression from the Framework Travel Plan to the Full Travel Plan in line with agreed timescales and targets. To offer this service we would request a contribution of £12,000 based upon the proposed floor area and use class within a S106 agreement.

The nearest bus stops are located on Longsight Road A59 and are approximately 200m from the site and are served by services 280 (Preston- Skipton, hourly Mon-Sat, limited Sun service) and 25A (Mellor Brook – Blackburn, Mon-Sun 2 hourly daytime). These are services subsidised by Lancashire County Council and the site would be isolated and remote if these services were to cease. We would therefore request a contribution towards services running past the site to ensure that there are sustainable transport options for staff. We would request a contribution circa £100,000 spread over 5 years.

The nearest bus stops need to be upgraded to quality bus stop standard and these works can be undertaken under the S278 agreement with Lancashire County Council.

The provision of high quality secure and covered cycle parking and electric vehicle charging provision is expected on the site with details to be presented when then the reserved matters application is submitted.

Traffic Impact

Traffic surveys were undertaken on Thursday 15th September 2022 at A59 Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road and A59 Longsight Road/B6245 Ribchester Road. The surveys were undertaken between 0730 and 0930 hours in the morning and between 1630 and 1830 hours in the evening.



The peak hours were identified as 0745 to 0845 hours and 1630 to 1730 hours, for the AM and PM peaks respectively.

The 2022 flows are growthed to 2027 using TEMPro. This is out of date with the application being submitted in 2024.

No committed development has been included.

The trips have been distributed using observed turning movements but no indication of where this is.

Using trip rates 0.442 arrivals and 0.165 departures AM peak (total 2-way 0.607) and 0.105 arrivals and 0.343 departures PM peak (total 2-way 0.448) the proposed development is forecast to generate approximately 56 two-way trips in the AM peak and around 42 two-way trips in the PM peak hour.

The following junctions have been modelled using future 'with development' flows and are considered to continue to operate within capacity and require no mitigation measures.

- A59/Site Access- PICADY
- A59/ Myerscough Smithy Road/ Daniel Thwaites Road- ARCADY
- A59/ Ribchester Road- LINSIG

There are 2 collisions recorded in the previous 5 years on Longsight Road between A59/ Myerscough Smithy Road and Abbott Brow/Osbaldeston Lane. Measures to address speed compliance on Longsight Road are required and are likely to offer improvement to highway safety and the number/severity of collisions/injuries in the future.

Construction traffic

A new temporary access on the A59 for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site onto A59 in forward gear.

Site access

Drawings Eddisons '3839-F01 Rev J Proposed site access plan' and 3839-SP01 Rev B Swept path analysis' were submitted for the previous application, subsequently reviewed and considered acceptable.

These drawings are submitted for this application.

A new priority access junction is proposed on the A59 to serve the site. The carriageway width is 7.3m wide with 15m radii with a central pedestrian island to



break the width of the opening. A 3m wide pedestrian/cycle route will be provided on the south side and a 2m wide footway on the north side.
The swept path analysis submitted for an 18.48m long articulated wagon demonstrates the suitability of the site access geometry.

A 7-day Automatic Traffic Counter (ATC) was installed on the A59 Longsight Road to capture existing traffic volumes and speeds between 9/9/22 – 15/9/22.
The average 7-day 85thile speeds for NW and SE bound traffic is 46.57mph and 46.3mph respectively.

Visibility splays of X2.4m by Y131m to both sides of the site access are shown on the 'Proposed site access plan' and lie within the adopted highway or the applicants land. This is considered acceptable in accordance with the Design Manual for Roads and Bridges standard.

A surface water drainage strategy will be required at a later date and it must be noted that Lancashire County Council Highways will not allow a new connection onto the highway drainage system in Longsight Road. The water must be collected and drained to an alternative system/outfall.

Off-site highway works

To mitigate the impact of the development on the highway network the following off-site highway works are requested.

1. The upgrade of 2 quality bus stops to support all users to travel to/from site sustainably.
2. Provision of new footway along the south side of Longsight Road between the site and the existing footway approximately 100m long to link the site to the nearest southwest bound bus stop for pedestrian safety.
3. Review the extent of the 30mph speed limit and associated traffic regulation orders with enhanced gateway feature in the vicinity of the site access to promote speed compliance on Longsight Road for highway safety.
4. New site access arrangement with right turn ghost island and two new central pedestrian crossing refuges including any changes to the street lighting, surface water drainage.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first trading.

Contributions

To mitigate the impact of the development on the highway network the following measures are requested.

1. Travel Plan support £12,000
2. Public Transport support £100,000 spread over 5 years

PROW

Public footpaths FP0304060, FP0304061, FP0304062, FP0304063, FP0304064 and FP0304065 pass through the proposed site. Please see comments by LCC PROW Team under a separate cover for advice on the requirements for the diversions.



Internal layout and parking

The layout is a reserved matter to be considered at a later date. The internal estate roads will be privately maintained and a private management and maintenance company will need to be established to ensure the future maintenance is undertaken.

The roads will need to be designed to accommodate the largest road going heavy goods vehicle and to ensure adequate sized turning heads/areas are provided so all vehicles can enter and leave the A59 in forward gear.

The level of car parking should be provided in accordance with the standards for a medium accessibility site with a ratio of 1 space per 47sqm for B2 and 1 space per 210sqm for B8. Secure, secure and covered cycle parking, disabled car parking and electric vehicle charging at a ratio of 1 space per 10 car parking spaces and secure motorcycle parking at a ratio of 1 space per 25 car parking spaces.

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 subject to the conditions and contributions as detailed above.

Should the application be approved the following conditions are requested.

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
 - 24 Hour emergency contact number.
 - Details of the parking of vehicles of site operatives and visitors.
 - Details of loading and unloading of plant and materials.
 - Arrangements for turning of vehicles within the site.
 - Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
 - Measures to protect vulnerable road users (pedestrians and cyclists).
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
 - Measures to control the emission of dust and dirt during construction.
 - Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - Construction vehicle routing.
 - Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development. Reason: - In the interests of the safe operation of the adopted highway during the demolition and construction phases



2. Deliveries to the approved development shall only be accepted between the hours of 9:30am and 2:30pm Monday – Friday, to avoid peak traffic on the surrounding highway network. Reason: In the interest of highway safety.
3. For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason: To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.
4. 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 mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. The works shall include those shown in principle of drawing '3839-F01 Rev J Proposed site access plan', any review of the speed limit or traffic regulation orders and the upgrade of bus stops reference 25001295 and 2500IMG1426 to quality bus stop standard. The works shall be completed prior to first trading of the site. 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.
5. No part of the development hereby approved shall be commenced until the site access has been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
6. The Framework Travel Plan as submitted and accepted must be implemented in full in accordance with the timetable within it unless otherwise agreed in writing with the Local Planning Authority. All elements shall continue to be implemented at all times thereafter for as long as any part of the development is occupied or used/for a minimum of at least 5 years.

Reason: To ensure that the development provides sustainable transport option

Informative notes

1. **Construction Management Plan.** • There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway. • There must be no storage of materials in the public highway at any time. • There must be no standing or waiting of machinery or vehicles in the public highway at any time. • Vehicles must only access the site using a designated vehicular access point. • There must be no machinery



operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site. • A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or emailing lhsstreetworks@lancashire.gov.uk • All references to public highway include footway, carriageway, and verge.

2. Site access and off-site highway works - The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.
3. PROW - The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district, and planning application number, to discuss their proposal before any development works begin.
4. Lancashire County Council Highways will not authorise any new connections into the highway drainage system.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk

