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HB105/SA/AM/EW

4th September 2025

ROOT FARM, DUNSOP BRIDGE

Operating Statement

Please note the development of planning approval ref 3/2021/0952 is still underway and the site is not yet occupied. The detail for this statement is, therefore, taken from the previously submitted (and accepted) Transport Statement for the original approval, updated on a pro rata basis of potentially increased Class E usage.

Existing Buildings for Change of Use to Class E

The two buildings have not yet secured any agreements in respect to tenants, however, there is keen interest for some use as simple storage. Unfortunately, all these details remain confidential at this stage. We would expect the application, should it be approved, to have all the same limiting conditions as per the original approval in respect to marketing to individuals, opening hours and 50% use of floor space for retail.

The existing Dairy and Central Barn are no longer fit for agricultural use. They have not been used for agriculture since 2017 / 2018 and are now surrounded by Class E use buildings within the red line site boundary to approval 3/2021/0952.

The change of use of these derelict "agricultural buildings" will not result in the need for any new agricultural building to compensate for their loss. The "farm" is no longer and the surrounding land is managed by an adjoining tenant farmer (accessing all land via the south access track).

Existing Site Use

The site is being developed in line with approval ref 3/2021/0952 and will deliver (by the end of October 2015) space for:-

- 4no workshops
- 8no studio workshops
- 1 existing holiday cottage
- 1 existing tenanted farmhouse
- 2 redundant agricultural buildings – no ongoing agricultural use as farm derelict since 2017 / 2018

The agreed 24 car parking spaces for the 4 workshops and 8 studio spaces are in addition to separate existing parking spaces to the holiday cottage and farmhouse.

The speed data information at the time of the original transport statement recorded 85th percentile speeds on both approaches as:

- Eastbound 19.1 mph
- Westbound 19.5 mph

There have been no changes to the immediate highway infrastructure that would alter this speed data.

Existing Trip Generation of the Site

For the purpose of this statement, we will adopt the approved detail from the original Transport Statement based on 830 sqm of Class E developed space

<u>Time Period</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
AM peak	12	5	17
PM Peak	4	11	15
Day (6am to 11pm)	67	68	135

Table 1 Trip Generation Rate – Business Park (830 sqm)

Proposed Trip Generation

The proposed additional Class E use of the Dairy and Central Barn building will add an additional 520 sqm to the site, we have assessed the additional trip generation on a pro rata basis of the “existing” approved detail.

<u>Time Period</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
AM peak	19	8	27
PM Peak	6	17	23
Day (6am to 11pm)	108	110	219

Table 2 Trip Generation Rate – Business Park (1350 sqm)

It is evident from the above trip generation exercise that, although the proposed uses would generate more trips than the current use of the buildings, these would not be significant, particularly given that the existing highway is very lightly trafficked.

Such an increase would not have a material impact on either the operation or safety record of the local highway network and is well below the 30 vehicles per hour threshold, below which, it is normally considered that further assessment would not be required.

Site Access

The original site access is off Newton Road which is a C classified road – the C568. The junction and visibility at the existing access to the highway has already been improved by virtue of the agreed and implemented section 278 works. No further works or improvements are required. The footpath (PROW – FP 0308019) remains unaffected by the proposed change of use detail. The site will continue to utilize an existing agricultural access (to the south) for agricultural purposes in accessing the surrounding agricultural land by tenant farmers.

Internal Layout

The proposed detail includes full use of the installed passing place (layby) to the private access track and the turning head as indicated on HB105 / DCB – 01A.

There are no footpaths provided within the site (as agreed by approval 3/2021/0952) nor are there footpaths in or around Dunsop Bridge. No footpaths are included within this application as the rural setting and precedent already set by approval does not require the footpath detail.

Uptake of Units under Approval 3/2021/0952

The development of approval 3/2021/0952 is not yet complete and therefore, not yet in use or units taken up by tenants. It is anticipated that the site will be finished by the end of October 2025 and discussions are in place with prospective tenants and leases being considered. At this stage, this information is sensitive and cannot be shared. We can confirm however, that the detail of condition 5 of approval 3/2021/0952 is being strictly adhered to. We can confirm that we believe all currently approved Class E units will be let / tenanted by December 2025.

Car Parking

The development of planning approval 3/2021/0952 has agreed a parking ratio of 24 spaces (2 of which are disabled) for 830 sqm of development. In order to ensure that there is sufficient parking for the increase area of the additional proposed Class E usage, the parking ratio of 2.89% (24 spaces for 830 sqm) has been applied.

2.89% of 1350 sqm (increased area) calls for 39 car parking spaces to be provided. These additional 15 spaces are indicated within the updated proposed site layout drawing HB105 / DCB – 01A – existing and proposed block plan and HB105 / DCB – 07B – red site boundary OS plan.

This ratio also meets the anticipated demand and would be in accordance with the “maximum” standards of 1 space per 35 sqm for business parks, set out in the Joint Lancashire Structure Plan.

Construction Vehicles

The works to the Dairy and Central Barn have already been formalized externally in line with the approved detail of 3/2021/0952. Internally, fabric repairs have been made leaving very little “construction” works required to achieve the change of use to Class E. In any event, construction vehicles would be no greater than the ongoing construction traffic on site currently.

Should the Council have any concerns regarding the control of large construction vehicles this would be dealt with through a Construction Traffic Management Plan (CTMP) and secured via a planning condition.

Public Right of Way

The existing PROW (FP 0308019) will not be affected by the proposed change of use application nor will any part of the “Definitive Right of Way” be diverted.

Sustainability

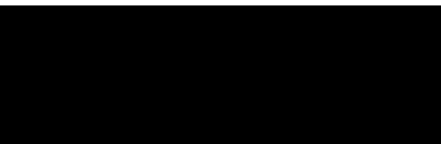
The original planning approval for the site 3/2021/0952 made clear reference to an under covered cycle storage area on drawing KL2887 / 05A. We believe this detail to be sufficient for the potential cycle storage requirements for both the original and this further application.

Conclusion

In light of the above, there is no evidence to suggest that the proposed development would result in a detrimental impact in terms of highway operation or road safety. In fact, the evidence would suggest that “safe and suitable access to the site can be achieved for all users “ (NPPF para 108 B) and that there would not be “an unacceptable impact on highway safety” or “severe residual cumulative impacts on the road network “(NPPF para 109). These are the relevant policy tests with regards to highways.

Accordingly, the proposals would, therefore, comply with the relevant policies of both the NPPF and LPA, and accordingly, there should be no valid highway related reasons why the proposals should not be granted planning consent.

Yours sincerely
Erica Wright Architecture Ltd



Chartered Architect