

Application Number 07/2016/0730/FUL

Address Sainsbury's
Cuerden Way
Bamber Bridge
Preston
PR5 6BJ

Applicant Sainsbury's Supermarkets Ltd

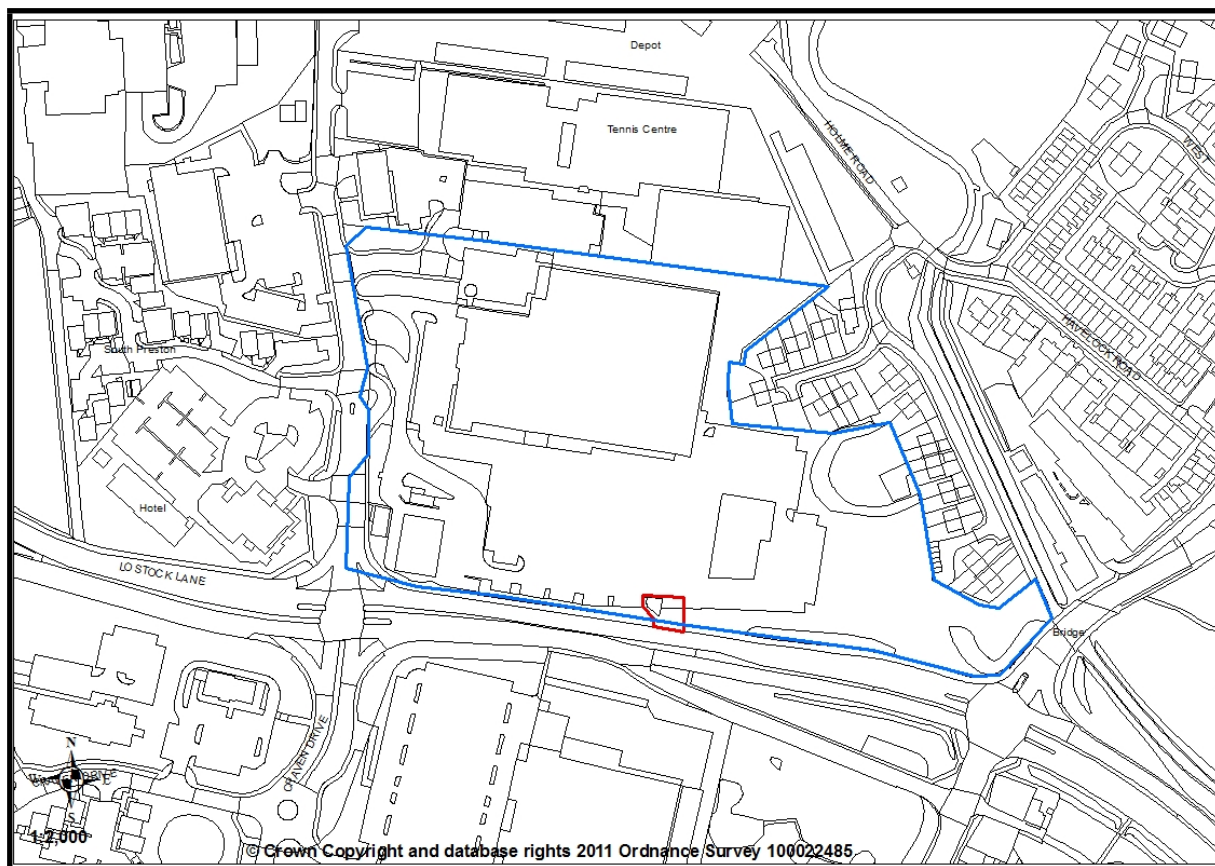
Agent Ms Elinor George
Quay West at Media City UK
Trafford Wharf Road
Trafford Park
Manchester
M17 1HH

Development Formation of new vehicle exit from existing customer car park on to Lostock Lane

Officer Recommendation **Approval with Conditions**

Date application valid 23.09.2016
Target Determination Date 18.11.2016
Extension of Time N/A

Location Plan



1.0 Report Summary

1.1 The application proposes a new exit from the Sainsbury's supermarket site on the corner of Cuerden Way and Lostock Lane in Bamber Bridge. There are currently high levels of traffic on Lostock Lane and also using the traffic controlled junction at Cuerden Way onto Lostock Lane which leads to queues building up within the Sainsbury's site. The proposal is for a left turn only exit from the site to help alleviate some of the queueing. County Highways have no objections to the proposal providing conditions are imposed in respect of the submission of a scheme for the construction of the site access and off site works and therefore the application is recommended for approval subject to the imposition of conditions.

2.0 Site and Surrounding Area

2.1 The application site comprises the Sainsbury's supermarket site which is set off Cuerden Way, Bamber Bridge. It currently comprises the retail store within which is the sales area, customer restaurant, staff accommodation and plant room and a petrol filling station

3.0 Site History

3.1 The Sainsbury's store on the site is an established retail store which was developed in the late 1980's. Since then there has been various permissions for works to the petrol station, car parking areas and advertisement schemes as well as permissions in 1996 and 1998 to extend the sales area and re-site the restaurant. Those permissions that are considered relevant to this application are:

3.2 07/2009/0502/FUL application for an 'extension to side comprising of two floors, single storey rear extension, single storey front extension to form entrance lobby together with alterations to store frontage and service yard. Repositioning of vehicular access off Cuerden Way, alterations and extension to car parking and landscaping' was approved on 19 October 2009.

3.3 07/2011/0166/DIS application to 'discharge conditions No 13 (New Vehicular access) and 14 (Abandoned vehicular access on Cuerden Way) of planning permission 07/2009/0502/FUL' was approved on 22 July 2011.

3.4 07/2011/0389/NMA application for a 'non-material amendment to planning approval 07/2009/0502/FUL for alterations to car park, service area, relocation of recycling facilities and alterations to elevations' was approved on 30 June 2011.

3.5 07/2011/0805/DIS application to discharge condition 5 (vehicular access) and 6 (re-instatement of footway) of Planning Permission 07/2011/0389/NMA was approved on 06 February 2012.

4.0 Proposal

4.1 The application proposes the provision of a new left turn exit only from the Sainsbury's car park onto Lostock Lane. The exit will be located 145 metres to the west of the Lostock Lane/Wigan Road junction and approximately 105m to the east of the Lostock Lane/Cuerden Way junction. The provision of a left turn exit only would enable a proportion of Sainsbury's traffic to use an alternative exit from the site, thereby reducing pressure on the Cuerden Way junction.

4.2 The exit would be 3m in width and provide for visibility splays of 120 metres westwards and will provide dropped kerbs and tactile paving to create a crossing for pedestrians together with signage and carriageway markings. The landscaping proposals include the retention of existing trees and shrubs and the provision of additional shrub planting.

5.0 Summary of Supporting Documents

- Red Line Boundary Plan (Ref: VN50573-D105-Rev A);
- Proposed Site layout (Ref: VN50573-D103 Rev A);
- Existing Site Layout (Ref: VN50573-D104 Rev A);
- Access Plan (Ref: VN50573-D101 Rev C);
- Arboricultural Impact Report (Rev A);
- Soft Landscaping Proposal Plan (Ref: GC.182334.08.01);
- Planning Assessment
- Site Egress Report (Vectos Transport Planning Specialist)

6.0 Summary of Publicity

6.1 Neighbouring properties and businesses were notified and a site notice posted with no letters of representation being received.

7.0 Summary of Consultations

7.1 **County Highways** have no objections to the proposal but make a number of comments. They consider that, from observations on site and the information provided on the submitted site location plan the sight line requirement for the proposed exit is fully achievable over the applicants land and the existing adopted highway. However, at peak times queuing traffic occurs in the left hand lane across the proposed new exit on Lostock lane. Therefore keep clear markings are required across both east bound lanes on Lostock Lane at this location.

7.2 They also comment that once the new exit is operational the current internal layout of the car park has the potential to cause a number of localised issues within the site and the applicant will need to manage these.

7.3 County Highways require two conditions be imposed in respect of the submission of a scheme for the construction of the site access and to ensure the scheme is constructed and completed. They also require an advisory note be included on the decision notice in respect of the Section 278 Agreement.

7.4 **Arboriculturist** has no objections to the proposal but comments that protective fencing identified within the submitted Tree Constraints and Protection Plan should be erected prior to development commencing and remain in-situ for the duration. This requirement can be included as a condition on the decision notice.

8.0 Policy Considerations

8.1 The Sainsbury's site is within an area allocated under **Policy B4: Commercial and Employment Site at Cuerden Way, Bamber Bridge**. Within the area defined, new development, re-development or change of use will be permitted providing the proposal is for offices, food retail, employment, leisure, recreation, or tourism facilities.

8.2 There are a number of trees to the boundary with Lostock Lane and therefore **Policy G13: Trees, Woodlands and Development** applies which has a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site.

8.3 In terms of the proposed access, **Policy G17: Design Criteria for New Development** seeks to ensure new development does not prejudice highway safety, pedestrian safety or the free flow of traffic and would not reduce the number of on-site parking spaces to below the standards set out in **Policy F1**. Further, any new roads and/or pavements provided as part of the development should be to an adoptable standards.

9.0 Material Considerations

9.1 Suitability of Access

9.1.1 The submitted supporting documentation indicates that currently, during peak hours, there are instances of queuing within the site at the current Sainsbury's access on Cuerden Way, which is affecting customers. This is associated with the queuing extending back from the Lostock Lane/Cuerden Way signal junction and high southbound traffic flow on Cuerden Way making it difficult for traffic exiting Sainsbury's to identify suitable gaps.

9.1.2 The proposed left turn only exit from the Sainsbury's site onto Lostock Lane would enable a proportion of Sainsbury's traffic to use an alternative exit from the site, thereby reducing pressure on Cuerden Way. This would result in the reduction in queuing within the site and subsequently improve customer safety on site; the reduction in the volume of traffic travelling through the Lostock Lane/ Cuerden Way junction and reduce queuing and delay on the Cuerden arm; and minimise conflict associated with blocking back from the stop line on Cuerden Way, particularly within the site and at the adjacent bus turn.

9.1.3 The transport note submitted with the application identifies that, to assist traffic movements into and out of the site, a right turn ghost island is provided on Cuerden Way which accommodates approximately 8 vehicles without blocking the ahead movement. The existing ghost island arrangement is considered by the applicant's to be sufficient to meet current demand. It also identifies that the proposed location for the new exit on to Lostock Lane has previously been used to accommodate heavy vehicles during construction with minimal conflict and the dropped kerb is still in situ.

9.1.4 County Highways comment that, from observations on site and the information provided on the submitted site location plan, the sight line requirement for the proposed exit is fully achievable over the applicants land and the existing adopted highway. However, County Highways advise that at peak times queuing traffic occurs in the left hand lane across the proposed new exit on Lostock Lane. Therefore keep clear markings are required across both east bound lanes on Lostock Lane at this location, the markings need to cover the proposed width of the exit plus at least a cars length prior to the proposed exit. The new site access and the Keep Clear markings will need to be constructed under a Section 278 Agreement under the 1980 Highways Act.

9.1.5 County Highways also consider that once the new exit is operational the current internal layout of the car park has the potential to cause a number of localised issues within the site. These include rat running from Cuerden Way; localised queuing around the proposed new exit; an increase in the number of vehicles undertaking a right turn out of the petrol filling station to utilise the new site exit. County Highways advise that the applicant will need to manage these.

9.1.5 County Highways therefore require two conditions be imposed in respect of the submission of a scheme for the construction of the site access and the off-site works of highway improvements (keep clear markings on Lostock lane) and to ensure that the approved scheme is constructed and completed in accordance with the scheme details. They also require an informative note be placed on the decision notice in respect of the requirement for a Section 278 Agreement to be entered into.

9.2 Parking Arrangements

9.2.1 The proposed new exit would result in the removal of four car parking spaces. The application considers the new arrangements will *“create a system which allows for vehicles to manoeuvre more easily and quickly allowing the vacation of car*

parking to be undertaken more quickly.” County Highways have not raised parking provision as an issue and have no objections to the proposal. The resulting level of car parking provision complies with the adopted Car Parking Standards and as the car park does not operate at full capacity, the loss of four spaces will not lead to on street parking problems in the vicinity of the site.

9.3 **Trees and Landscaping**

9.3.1 The Soft Landscaping Proposal Plan and Arboricultural Appraisal Report identifies that the existing vegetation will be retained and additional planting is proposed in the location. A supporting statement indicates: *“The current development proposal will see the retention of all trees on the site with the majority of the trees experiencing no impact from the installation of the new exit road from the store. As part of the works additional shrub planting will be installed within the Root Protection Area of T1 and T2 (trees as identified on the Plan) however, providing the mitigation measures are adhered to it is thought that this impact is negligible. Tree protection fencing to the existing trees either side of the new link has been proposed to as a precautionary measure to prevent any intrusion from the works”.*

9.3.2 The Council's Arboriculturist has no objections to the proposal but requires the protective fencing identified within the Tree Constraints and Protection Plan to be erected prior to commencement of the development and must remain in-situ for the duration. He also commented that any access into the Root Protection Areas would need to be agreed by the Local Planning Authority prior to any entry. This requirement can be secured by a suitably worded condition.

10.0 **Conclusion**

10.1 The proposal has been fully assessed by County Highways and your officers. It is considered that, with the inclusion of appropriately worded conditions and the requirement for a S278 Agreement, the scheme is acceptable and complies with policies in the South Ribble Local Plan 2012-2026. The application is therefore recommended for approval subject to the imposition of conditions.

11.0 **Recommendation**

11.1 Approval with Conditions.

12.0 **Recommended Conditions**

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the approved plans Dwg VN50573-D101 Rev C Option A; VN50573-D103 Rev A Proposed Site Layout; VN50573-D105 Red Line Boundary Plan; GC.182334.08.01 Rev A Soft Landscape Proposal Plan; or any subsequent amendments to those plans that have been agreed in writing by the Local Planning Authority.
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
3. No part of the development hereby approved shall commence until a scheme for the construction of the site egress and the off-site works of highway improvements (keep clear markings on Lostock Lane) has been submitted to, and approved by, the Local

Planning Authority in consultation with the Highway Authority as part of a Section 278 Agreement, under the Highways Act 1980.

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.

4. No part of the development hereby approved shall be brought into use until the approved scheme referred to in Condition 3 above has been constructed and fully completed in accordance with the scheme details.

REASON: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

5. Prior to the commencement of the development hereby approved, a scheme of management of traffic flows within the site shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented prior to the first use of the new access and shall remain permanently operational to the satisfaction of the Local Planning Authority.

REASON: In order to ensure a satisfactory level of traffic flow throughout the application site in the interests of highway safety, prior to the commencement of the development, in accordance with policy G17 of the Adopted South Ribble Local Plan.

6. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees to be retained on the site as detailed in the Tree Constraints and Protection Plan GC.182334.04.01 Rev A dated August 2016 which has been agreed by the Local Planning Authority. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.

REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026

13.0 Relevant Policy

B4	Commercial and Employment Site at Cuerden Way
F1	Car Parking
G13	Trees, Woodland and Development
G17	Design Criteria for New Development