

Proposed Change of Use of Ormskirk Indoor Market

Moorgate, Ormskirk

NT/220401/TN01 - 23 August 2022

Introduction

1. SCP have been instructed to provide specialist transport planning and engineering advice in support of a change of use for the former Ormskirk Indoor Market to provide a new food hall for food, drink and leisure uses.
2. The site is located in Ormskirk Town Centre and used to contain a wide range of stalls selling a variety of different products. The market building closed in April 2019 and has been empty since that time. The location of the site in relation to the local highway network is shown in **Figure 1**.

Figure 1 – Site Location

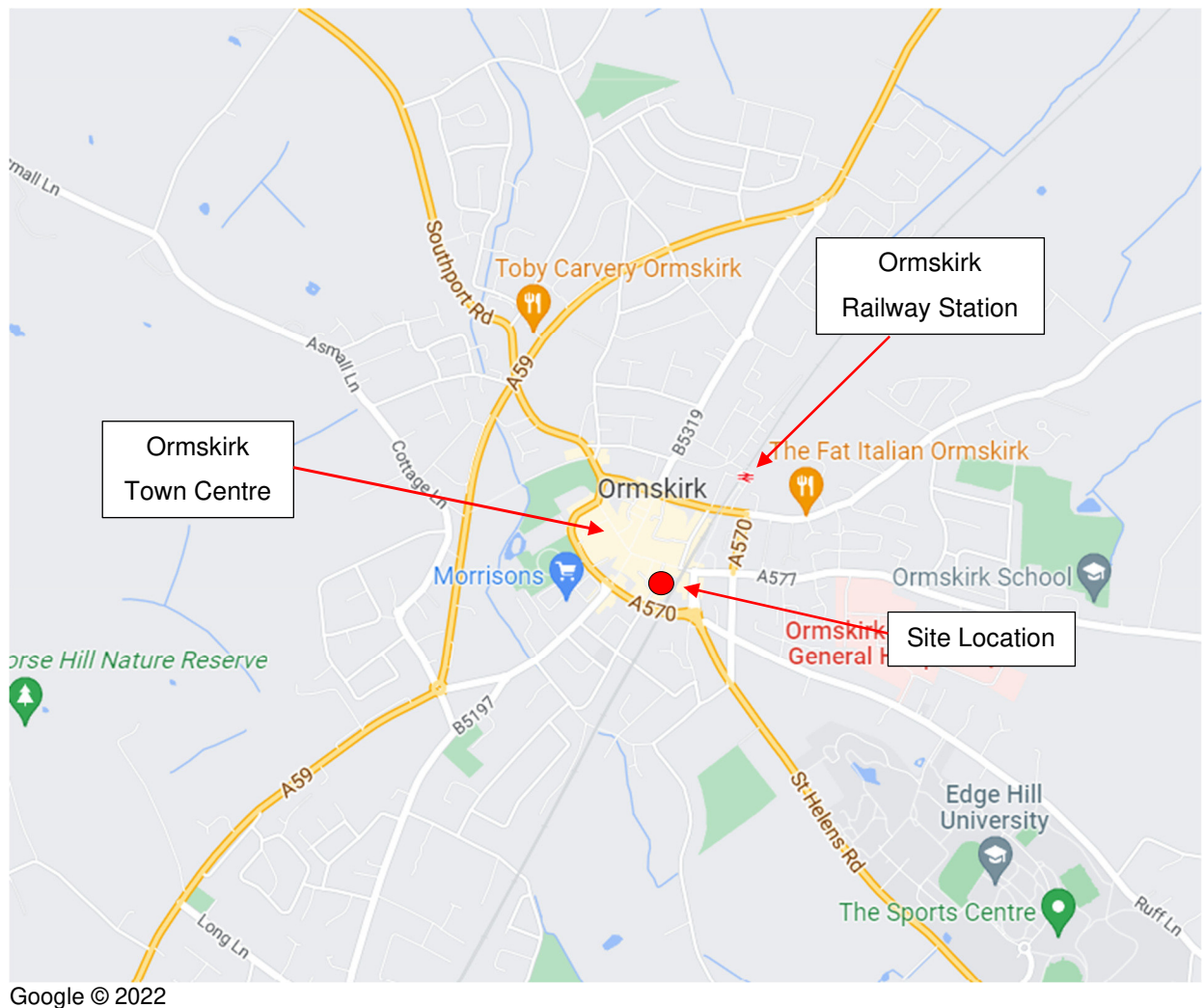
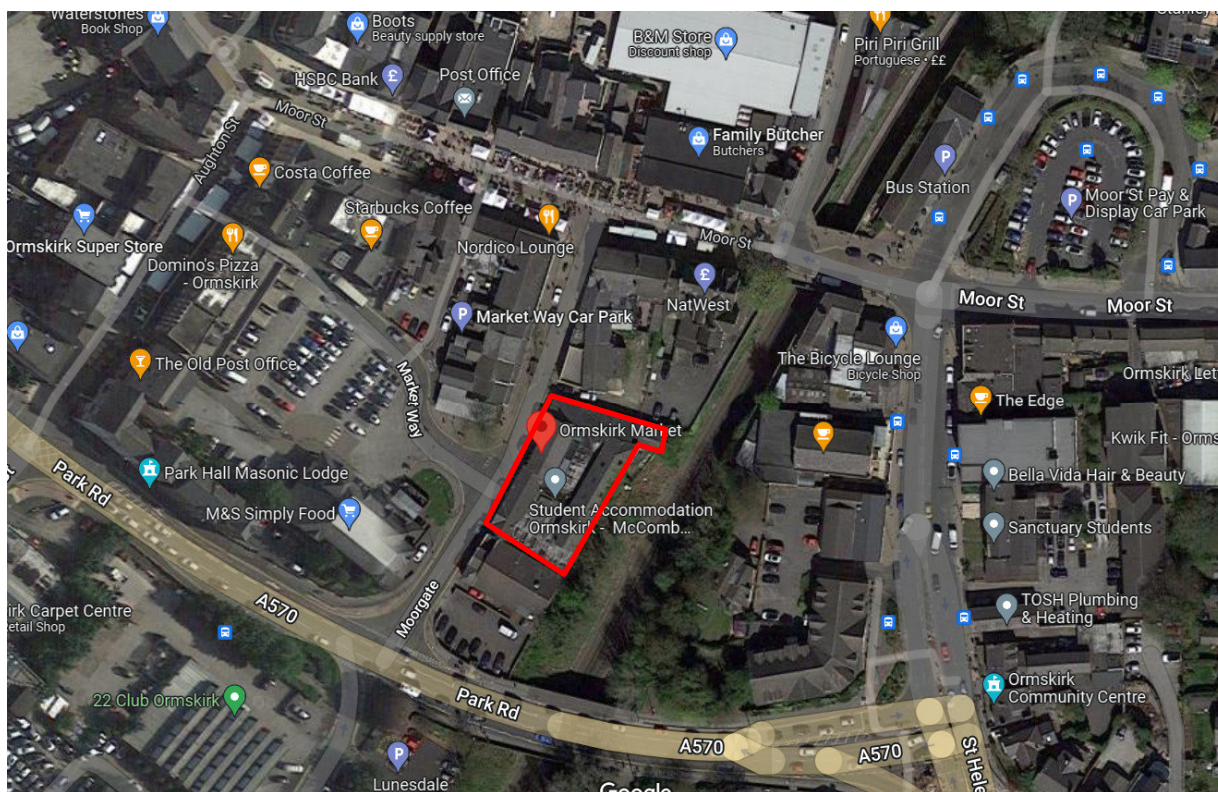


Figure 2- Site location- local context



Source: Google maps

Existing Conditions

3. The site is bound by Moorgate to the west and existing businesses on the remaining sides of the building. Access into the building is taken from Moorgate; the road runs in a north/south direction and is approximately 7.5m in width. There are TROs in the form of double yellow lines found on both sides of the road. Footways can also be found on both sides of the road, which are street-lit. In a northbound direction, Moorgate provides access for two-way traffic for approximately 80m before changing to a 'No Entry' route for vehicular traffic and is only open to pedestrians and cyclists although cyclists must dismount. To the north, Moor Street is a pedestrianised route through the town centre and forms the main retail area. Moor Street holds outdoor markets every Thursday and Saturday.
4. Opposite the site is Market Way which meets with Moorgate at a priority junction. Market Way provides access to a short-stay Town Centre Car Park and the rear access to shops fronting Aughton Street, Moor Street and Park Road. The route does not facilitate through traffic and forms a cul-de-sac arrangement with double yellow lines on both sides of the road. Pedestrian and cycle access can be taken from Market Street to Aughton Street and Moor Street between buildings.

5. South of the site, Moorgate connects to A570 Park Road at a simple priority junction. The A570 is a strategic route in Ormskirk which forms a ring road and connects to Junction 3 of the M58 Motorway to the south-east of the site and Southport to the north-west. At its junction with Moorgate, A570 Park Road provides three lanes for vehicular traffic, with one lane for eastbound vehicles and two lanes for westbound vehicles. There are no restrictions on vehicle movements from Moorgate. There is a signalised pedestrian crossing located immediately east of the junction which, when called, will provide gaps in traffic flow to assist emerging vehicles.

Accessibility

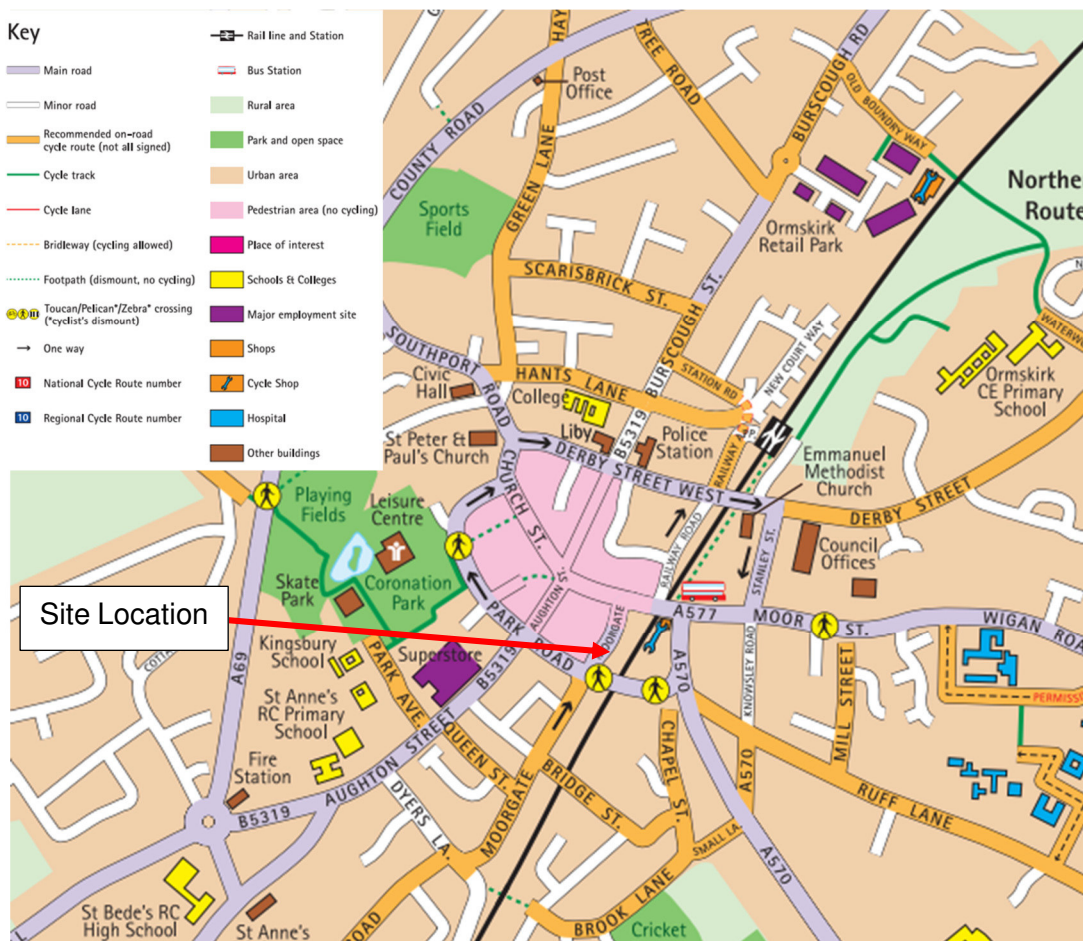
Walking

6. The pedestrian infrastructure along the surrounding highway network provides surfaced footways that are street-lit along with dropped kerbs at junctions, whilst the busier junctions provide signalised crossings with tactile paving.
7. To the north of the site, Moorgate connects with Moor Street; Moor Street is a pedestrianised area and is the main retail area within Ormskirk Town Centre, which provides a safe walking environment that is also covered by surveillance cameras. Along the main retail area are a large variety of shops including banks, pharmacies, convenience stores and clothes stores. It is anticipated that visitors to the proposed development would visit the site as part of a linked trip to others facilities on offer within the Town Centre.

Cycling

8. Locally, Ormskirk provides a number of advisory routes for cycling, as shown in **Figure 2**. Whilst Moorgate isn't an advisory route due to the area being pedestrianised, there are other on-road and traffic-free routes that can be used by cyclists to access the site.

Figure 3 – Ormskirk Town Centre Cycle Map



Source:www.westlancs.gov.uk

9. Further afield, there are cycle routes that form part of the National Cycle Network that are accessible outside of Ormskirk Town Centre for any visitors or staff that may travel from further afield. Approximately 2km south-east from the site is Regional Route 91 that is better known as the Lancashire Cycleway, southern loop. The Lancashire Cycleway is made up of two loops within Lancashire with the southern loop beginning and ending in Preston and is a largely on-road route. Locally, Regional Route 91 passes Aughton Park, Scarth Hill and Westhead.

Public Transport

10. Approximately 150m walk north of the proposed development is Ormskirk Bus Station that provides numerous services to other locations within the region and is ideally located for visitors accessing the food hall. Other stops near to the proposed development includes the bus stops on A570 Park Road, which can be found within a 5-minute walk south of the proposed development.
11. A summary of bus services on offer from the bus station and stops on A570 Park Road, that provide an hourly service or better, are provided in **Table 1**. These include destinations such as

Preston, Skelmersdale, Liverpool, Wigan, Southport and the remainder of Ormskirk. Other less frequent bus services are available from the bus station and the A570 but have not been included in the table.

Table 1 – Summary of Frequent Bus Services from Ormskirk Bus Station and A570

Bus Service	Route	Peak Hour Frequency Mon - Fri	Daytime Frequency Sat	Daytime Frequency Sun
2A	Preston – Ormskirk	60 mins	60 mins	60 mins
5	Ormskirk – Town Green Circular	60 mins	60 mins	-
6	Park Road – Derby Street	60 mins	60 mins	-
310	Skelmersdale – Liverpool	30 mins	30 mins	60 mins
375	Wigan – Southport via Hall Green, Bescar	60 mins	60 mins	60 mins
385	Wigan – Southport via Hall Green, Pinfold	60 mins	60 mins	-
EL1	Ormskirk Bus Station – Edge Hill University	20 mins	20 mins	20 mins

Source: Lancashire County Council

- Ormskirk Railway Station is located approximately 500m north of the market, which is equivalent to a 6-minute walk and is operated by Merseyrail. The station provides very frequent services to Liverpool Central, approximately every 10 minutes, with hourly services available to Preston. Access to the platforms is level with no steps to be navigated.

Proposed Development

- The proposals are for the change of use of the former Ormskirk Market to provide a food hall encompassing kitchens for independent food traders as well as a coffee shop, wine shop and bar area on the ground floor. The first floor will contain a terrace bar and separate games room whilst a mezzanine level will contain seating along with a DJ staging area. The proposed site layout is contained in **Appendix 1**.
- The proposed development will provide a secure area within the building for users to store their bicycle to encourage travel by bicycle. The proposed development will not provide car parking and will be marketed as a car-free development. The site was previously deemed accessible when used as an indoor market without any car parking being provided, therefore, it is acceptable that this proposed development is not providing car parking. As already discussed earlier in this

report, the site is ideally located for customers and staff to utilise public transport options nearby as well as walk or cycle to the site.

15. In the event that car parking is required, there are several car parks within a short distance from Ormskirk Market. This includes the adjacent short stay car park on Market Way which provides 55 spaces as well as five disabled spaces where vehicles can park for up to 4 hours. In addition there is a short stay car park on Moor Street, located 170m to the north-east of the site. This car park provides 50 spaces plus two disabled spaces and allows vehicles to also park for up to 4 hours. Charges apply at a rate of £1.00 for up to 3 hours or £2.00 for up to 4 hours.
16. Long stay car parks within a 5-minute walk from the proposed development include the car park on Hutton Way and Derby Street car park. The Hutton Way car park charges £1.00 for up to 3 hours, £2.00 for up to 4 hours and £3.00 for up to 9 hours. This car park is small, providing just 19 parking spaces and one disabled space, whereas Derby Street car park provides 146 spaces plus three disabled bays. Derby Street car park allows up to 30 minutes free parking Monday to Friday and the same charging regime as above. On Saturdays, the car park allows users to park for free for up to 4 hours although a parking ticket must be obtained and displayed and charges of £3.00 for up to 9 hours apply outside of this time.

Servicing and Management

17. Servicing and deliveries for the proposed development will be taken from Moorgate via the entrance/exit of the building, which will occur outside of the opening hours for the general public visiting the proposed development. These arrangements are as per the former arrangements for the market hall, however given the overlap between uses there is more scope to co-ordinate deliveries.
18. For refuse collection, a separate exit point located to the south of the building, as shown on the site layout plan at **Appendix 1**, will be used to wheel the bins out on to Moorgate for collection to ensure that waste collection remains separate from the other main activities. Waste collection for the site will be via a private collection company so the site manager will work with the waste collection company to ensure that there is minimal disruption to Moorgate.
19. Servicing and management principles:
 - The operator will logistically always seek to service the site when it is at its quietest (or closed to the public) and outside of the peak hours on the local highway network.

- The largest typical delivery vehicle, is expected to be a 12m rigid for items such as food/drink deliveries. Refuse collection will be via a private waste company and is likely to be approximately 10m long. Other deliveries/collections such as post and more specialised food/drink orders will be fulfilled by much smaller vehicles.
- A development of this size is anticipated to have daily deliveries for post, and twice weekly deliveries for food and drink, together with a number of ad hoc servicing requirements to meet the needs of the various uses of the site.
- Each supplier will have a delivery time slot in order to ensure efficiency and avoid conflict between delivery vehicles. The duration of each delivery slot will be determined by the type and size of delivery. This will be organised by the site manager.
- Where possible food and drink operators using the same suppliers will be encouraged to have deliveries occurring at the same time to reduce conflict on the surrounding highway and to reduce the overall delivery mileage.
- Some smaller vehicles will park and unload from the Market Way car park. Servicing direct from Moorgate Street will be kept to a minimum.
- Refuse collection will be taken from Moorgate Street outside of the operational hours of the food hall.
- Bins will be brought out from within the building onto Moorgate Street and returned as soon as they are emptied.

Summary and Conclusions

20. The proposals are for the change of use of Ormskirk Indoor Market to provide a food hall for food, drink and leisure uses.
21. The site benefits from being located in Ormskirk Town Centre adjacent to the main retail hub where there are various facilities and amenities within walking distance, as well as numerous transport links meaning visitors to the proposed development can link their trips.
22. The existing indoor market hall was deemed acceptable from a sustainable transport perspective due to the site being a car-free development. This will remain the same for the proposals. It is considered that sustainable modes of transport near the proposed development offer a realistic

and viable alternative to trips made in the private car. For any visitors or staff travelling to the site by car, there are pay and display car parks within a short walking distance from the site.

23. Servicing of the site will continue in the same way as the previous Market Hall, however it will operate in accordance with the serving and management principles, as set out above. There is increased scope to combine deliveries when compared to the previous market hall, due to the overlap in operations.
24. It is anticipated that the creation of the food hall will not increase vehicular trips as it is a redevelopment of the existing market area. It is anticipated that visitors to the site will visit as part of a linked trip to other facilities on offer nearby within the main retail area along Moor Street.
25. Having regard to the above, it is concluded that the application is acceptable with regard to transport and there are no highway-related reasons to withhold planning permission for the scheme.

S|C|P

APPENDIX 1



GROUND FLOOR PLAN

LICENSING

Project Ormskirk Market	Drawn by FH	Scales 1:100@A2	Date 06/05/2022
Title Proposed Ground Floor Plan	Job no. 888	Drawing no. 04	Revision 2.0

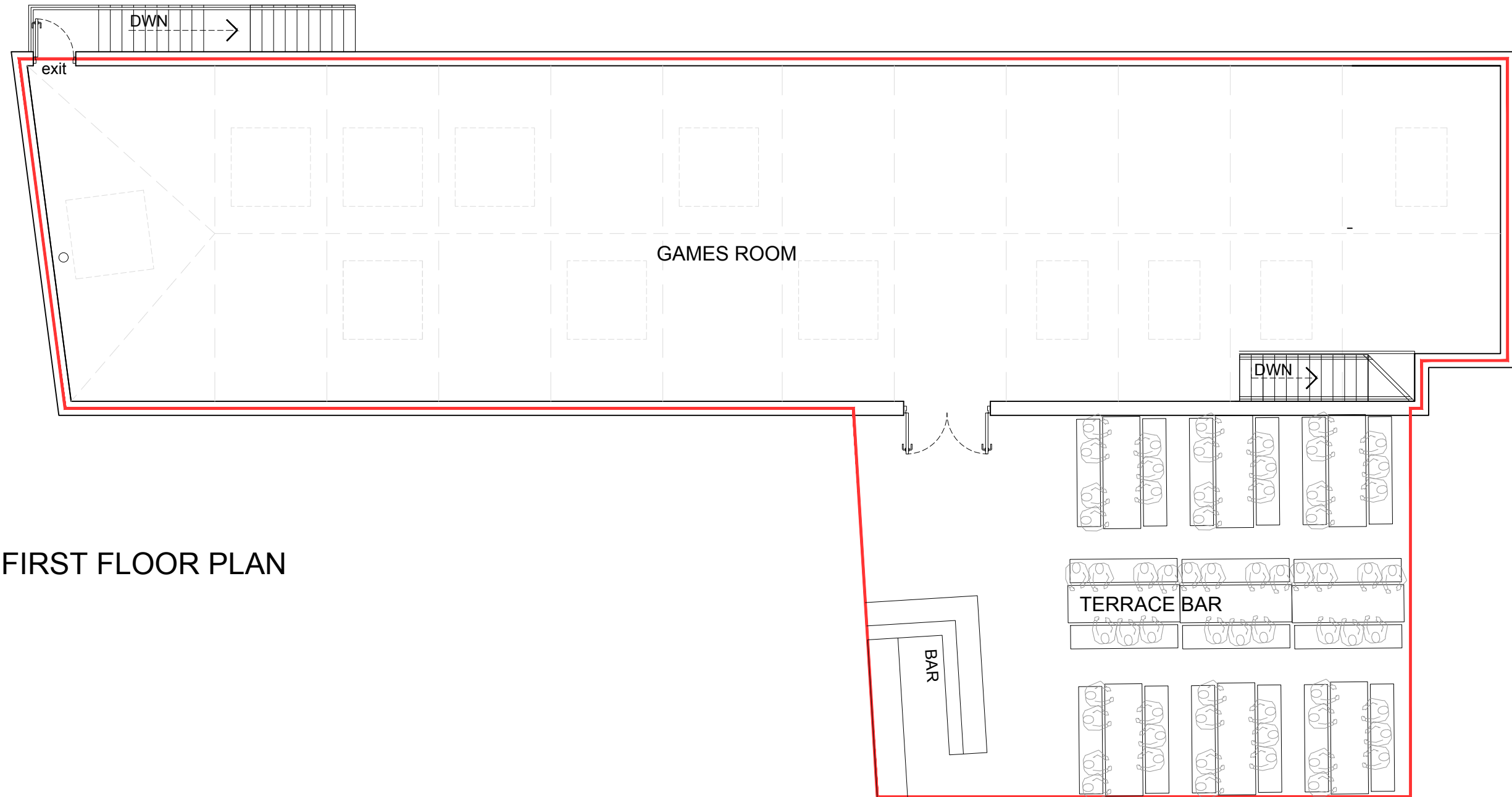
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Revisions:
2.0 - CLIENT ALTERATIONS (WHATSAPP) + FURNITURE

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FIRST FLOOR PLAN

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Revisions:
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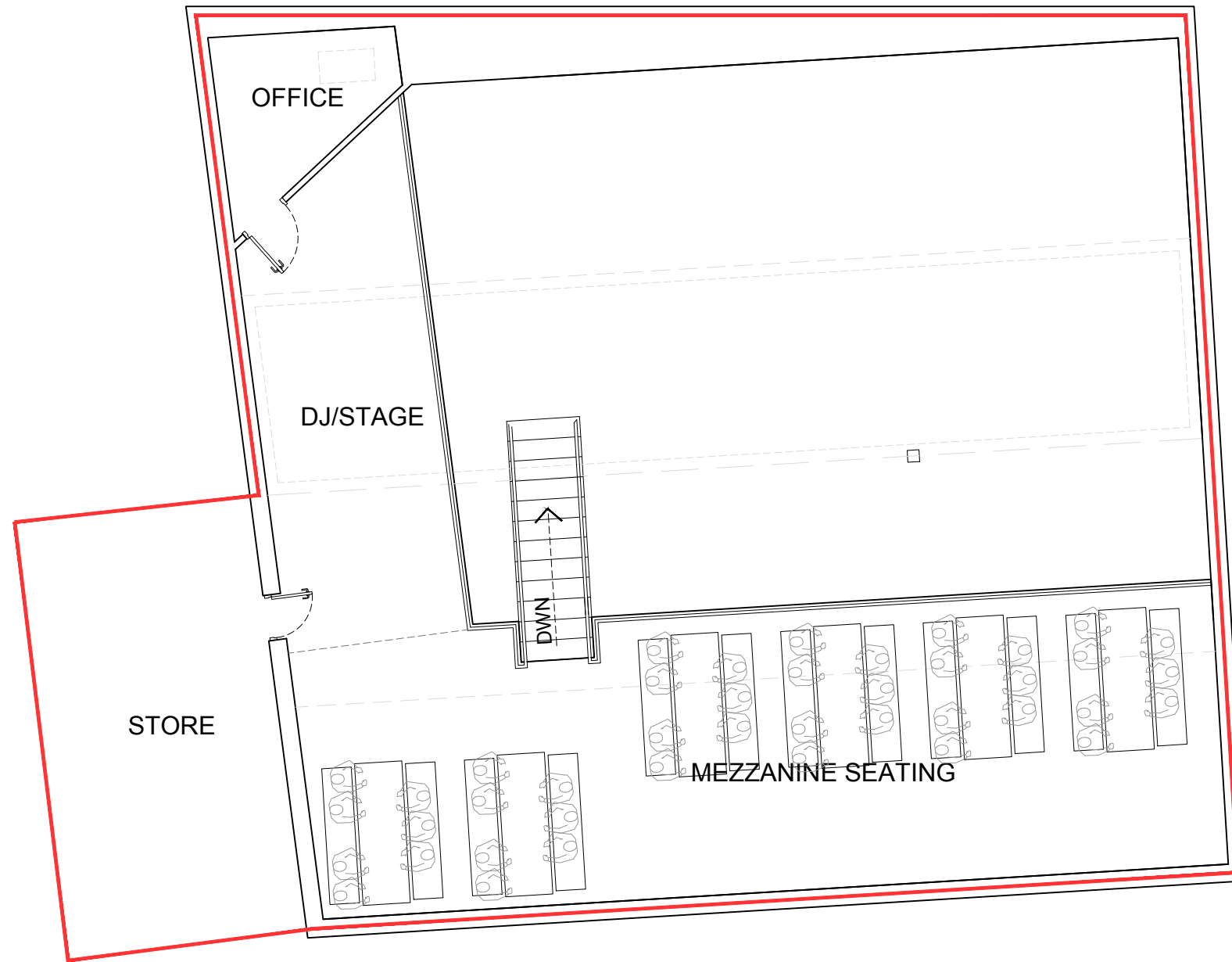
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Project Ormskirk Market	Drawn by FH	Scales 1:100@A3	Date 06/05/2022
Title Proposed First Floor Plan	Job no. 888	Drawing no. 05	Revision 2.0

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MEZZANINE PLAN

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LICENSING

Project
Ormskirk Market

Drawn by
FH

Scales
1:100@A3

Date
06/05/2022

Title
Proposed Mezz Floor Plan

Job no.
888

Drawing no.
06

Revision
2.0

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