



17<sup>th</sup> June 2014

**Mr Trevor Lewis**  
Highways District Office (Pendle & Ribble Valley)  
Lancashire County Council

**Our Ref** NW/3DG/MILL.1  
**Your Ref** RV/2013/ENQ/00151

Dear Trevor,

**RE: PROPOSED HOLIDAY-LET/HOTEL ACCOMMODATION – THREE MILLSTONES INN**

We have been asked to provide transport advice in respect of a proposed holiday-let development located in Ribble Valley. The site is located at the Three Millstones Inn on Waddington Road in West Bradford, where proposals are being considered for the creation of a new, detached, two-storey building for the provision of 5 no. holiday-lets.

During an initial pre-application submission in November 2013, it was noted by Ribble Valley Borough Council that the development site is within a main settlement that has direct transport links to larger settlements with a range of amenities within the Borough, and therefore holiday-lets would be considered acceptable in principle.

As part of this pre-application response, we note that Lancashire County Council Highways Department raised a number of points, particularly relating to the predicted trip generation, site access and parking layout.

Taking each of these points in turn, this letter seeks to provide additional information to accompany a proposed future development application.

Existing Operation

The Three Millstones Inn is a Grade 2 listed building located within the village of West Bradford. It provides a restaurant and associated car park with space for 17 vehicles (including 1 disabled space).

We understand, based on information on their website (accessed April 2014), that a lunch menu is provided between 1200-1400hrs on Wednesday through to Saturday with service on a Sunday between 1200-1700hrs. A dinner menu is also provided at the site between 1800-2100hrs Wednesday through to Saturday. It should be noted that the site is closed on Mondays and Tuesdays during the week.

Predicted Holiday-Let Trip Generation

The duration of the holiday-let is likely to be variable to cater for weekend breaks or week long accommodation with a seasonal demand profile (i.e. spring and summer being most popular when the site is fully occupied).

Based on experience of similar developments, the peak times associated with the development during the week are likely to be between 1600-1800hrs as guests arrive to the site and between 1000-1200hrs as guests vacate the properties following their stay. This peak activity is noted to be outside of the existing peak periods associated with the restaurant.

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The traffic impact of the proposed site has been considered using information from the TRICS database. The assessment has been conducted for a weekday and weekend peak period. The assessment has excluded caravan parks and camp sites from the database and has focussed on holiday villages and chalets. The TRICS surveys were completed in peak season and therefore could be considered to represent the peak demand at the site.

The data suggests that there may be 3-5 additional trip movements associated with the development during the weekday and weekend peak hours with a low number of trips accessing the site throughout the day. Trips levels on the local highway network are not high with no capacity concerns. It is therefore considered that the trips associated with the proposed development are not expected to adversely affect the operation of the surrounding highway network.

The majority of holiday-let movements are likely to be leisure trips to visit local sites in the Yorkshire Dales National Park or Forest of Bowland with departures from the site in the morning and returning in the evening. This is not anticipated to cause a conflict with the parking demands associated with lunch time restaurant trips (see parking comments below).

### Car Parking

As previously noted, the existing car park provides spaces for 17 vehicles within the site, including 1 disabled parking space. The white lines on the car park surface are worn which leads to vehicles not always parking within the allocated bays.

The holiday-lets will be provided with use of the general car parking area with the parking spaces on the site re-painted as part of the development proposals, to ensure better use of the space available within the site.

As a result of the development, the existing parking supply will be retained and provision will be made for an additional disabled parking space. This is considered to be beneficial and is approximately 10% of the total parking supply, in line with local standards.

A parking accumulation survey was conducted for 2 separate weekend peak periods (Friday and Saturday 30<sup>th</sup>/31<sup>st</sup> May and 6<sup>th</sup>/7<sup>th</sup> June 2014). This was to ascertain the existing demand for parking at the site during the weekend evening peak periods. The data provided suggests that the majority of arrivals on a Friday and Saturday evening are between 1800-1900hrs with an average parking duration of 1 hour and 40 minutes.

The accumulation data suggests that the maximum demand for parking over the weekend peak was around 12-13 spaces which occurred for a duration of around 30 minutes. The data suggests that even at times of peak demand there is spare capacity within the car park to accommodate additional vehicles associated with the holiday-let accommodation, even if all are fully occupied at the same time.

It should be noted that all of the parking demand was catered for within the site with no impact on the surrounding highway network. The peak demand lasts for a short duration outside of which a number of spaces within the car park are unoccupied.

### Site Access

We note that the LCC Highways initially requested a change to the site access in an attempt to improve visibility at the junction. LCC Highways advised in their pre-application response that the access to the car park should be relocated so as to be approximately 9m from the eastern property boundary.

Following a review by Mayer Brown, it is considered that the site levels at this location would be prohibitive, resulting in an unnecessary loss of parking space within the site and would adversely affect the tree root protection zone of a large tree on adjacent land.

It is considered by Mayer Brown that although the existing access has restricted visibility due to adjacent buildings, there is no history of accidents in the immediate vicinity of the site access in the last 5 years (Source: LCC MARIO Database accessed April 2014). The speed limit in West Bradford is 30mph with the carriageway widths and curves in the horizontal alignment providing a natural control of vehicle speeds through the village. There are also 'SLOW' carriageway markings and count-down red markings in the vicinity of the site.

As previously noted, the limited trip impact as a result of the development proposals is not anticipated to adversely affect the operation or safety of the existing junction and therefore use of the existing access could be retained.

### Summary

Following our review, we consider the trip impact of the proposed development to be minimal with only 4-5 trip movements anticipated during in any one peak hour. It should be noted, that the holiday-let peak trip movements are not anticipated to conflict with the existing restaurant peak trip movements.

The supply of car parking on the site is to be retained with the provision of a further disabled parking space bringing the site in line with local standards.

Based on a parking accumulation survey, the peak car parking demand associated with the restaurant is around 12-13 cars between 1900-2000hrs. It is considered that the site currently provides sufficient car parking spaces to ensure there is no impact on the surrounding highway network. Even at times of peak parking demand associated with the restaurant, there is space available within the car park and it is therefore considered that the existing supply would be sufficient to accommodate the additional holiday-let development.

It is considered that use could be made of the existing site access as there are no recorded accidents in the vicinity and the increase in trip movements is anticipated to be minimal.

We hope that the contents of this letter are self-explanatory but should you wish to discuss anything further, or have any queries regarding the information presented, do not hesitate to contact us.

Yours sincerely



Paul Whitaker

For and on behalf of  
**Mayer Brown Ltd**

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**FRIDAY 30th MAY 2014**  
**1800-2200HRS**

TIME	IN	OUT	ACCUMULATION
17:58	131		2
17:59	STE		3
18:05	PTS		4
18:10	MKA		5
18:12	BPA		6
18:15	ATV		7
18:18		ATV	6
18:31	TVP		7
18:45		131	6
18:49		PTS	5
18:50	CVS		6
18:55	FDT		7
19:00	TOY		8
19:05		MKA	7
19:08		BPA	6
19:15	TF		7
19:18	777		8
19:19		TVP	7
19:41		CVS	6
19:45	SSV		7
19:49		FDT	5
19:51		TOY	4
20:15		TF	3
21:00		777	2
21:30		SSV	1

**FRIDAY 6th JUNE 2014**  
**1800-2200HRS**

TIME	IN	OUT	ACCUMULATION
18:25	VRG		2
18:30	JKG		3
18:30	STW		4
18:33	DRF		5
18:34	HRF		6
18:36	PJL		7
18:40	DSE		8
18:50	MKW		9
19:05	RTF		10
19:15	JPC		11
19:20		STW	10
19:25	GFP		11
19:55		DRF	10
20:00		VRG	9
20:10	MPK		10
20:30		JKG	9
20:35		PJL	8
21:05		DSE	7
21:20		RTF	6
21:40		GFP	5
21:50		DRF	4
21:50		HRF	3
21:55		MKW	2
22:02		MPK	1

**SATURDAY 31st MAY 2014**  
**1800-2200HRS**

TIME	IN	OUT	ACCUMULATION
17:56	FDE		4
18:03	VHG		5
18:04	CVV		6
18:11	YNT		7
18:18	BXV		8
18:30	CYF		9
18:35	MKN		10
18:35	YVF		11
18:40	FWA		12
18:48	PVP		13
19:10		VHG	12
19:15		YNT	11
19:17	POP		12
19:20		FDE	11
19:25		CVV	10
19:30		MKN	9
19:32	113		10
19:45		BXV	9
20:00	IVS		10
20:40		FWA	9
20:43		YVF	8
21:00		CYF	7
21:40		POP	6

**SATURDAY 7th JUNE 2014**  
**1830-2300hrs**

[illegible]

**From:** Lewis, Trevor [<mailto:Trevor.Lewis@lancashire.gov.uk>]

**Sent:** 24 June 2014 15:35

**To:** Paul Whitaker

**Cc:** Rachel Horton

**Subject:** FW: Developmernt Support - 3 Millstones Inn, West Bradford

Hi Paul,

Further to our telephone conversation this afternoon, please note the following comments on the additional information attached to your email dated 17 June.

The parking accumulation you presented, together with the site plan plus parking layout, are accepted.

Although it may be difficult to re-locate the car park access as I suggested (in my pre-application comments to RVBC dated 11 October 2013), I consider that some improvement could be achieved to the vehicular access. At present the access is about 15m wide. A car driving out of the car park at the pub end of the access would have visibility to the left of perhaps 10m. For a car driving out at the boundary wall end of the access, the visibility would be about 20m to the left. It would be preferable to limit the width of the vehicular access to 5m or 6m or so and locate the access as far to the east as possible, and it may be possible to demolish 2m or so of the wall to achieve better visibility. The length of the existing access that would be blocked off to limit the access width could be provided with bollards or posts and chains or something similar to suit your client.

Regards,

Trevor Lewis  
Traffic and Development Engineer  
Developer Support (Pendle & Ribble Valley)  
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0300 123 6780.  
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**From:** Paul Whitaker [<mailto:PWhitaker@mayerbrown.co.uk>]  
**Sent:** 17 June 2014 15:40  
**To:** Lewis, Trevor  
**Subject:** Developmernt Support - 3 Millstones Inn, West Bradford

Hello Trevor,

We have been passed your contact details by Rachel Horton at Ribble Valley BC following a pre application advice request regarding a proposed holiday-let at the 3 Millstones Inn on Waddington Road in West Bradford.

Following this pre application request, we have prepared some additional information in relation to car parking at the site, site access and trip generation (see attached). We were wondering if you might be able review at this stage to see that the proposed development is acceptable in principle from a highways perspective.

Would be happy to discuss this with you if you have any further queries.

Kind Regards

Paul

Paul Whitaker, Senior Consultant  
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