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Your ref:  
Our ref: LHS/CS/3/2016/0243  
Date: 13<sup>th</sup> April 2016

For the attention of Robert Major.

|                  |                                                                                                                              |
|------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Proposal:</b> | Change of use from Class D1 to a mixed use within Class D1 and D2 to allow use as a wedding venue for up to 40 days per year |
| <b>Location:</b> | The Outbarn Clough Bottom Rabbit Lane Bashall Eaves BB7 3NA                                                                  |
| <b>Grid Ref:</b> | 370076 - 443721                                                                                                              |

With regard to your letter dated the 4<sup>th</sup> April 2016

The site was visited on the 13<sup>th</sup> April 2016 at 12:45

The Highway Development Control Section is of the opinion that the proposed development has the potential to have a detrimental impact on highway safety and amenity in the immediate vicinity of the site. Due to the increased number of vehicle movements associated with guests to a wedding and the servicing of the wedding venue, compared to a training centre.

The proposed change of use will also increase the operation times of the site with greater impact on evening and weekend travel movements.

The Highway Development Control Section is of the opinion that a wedding venue will also increase the number of vehicles to bring in staff and supplies for the catering side of the wedding functions, than presently required for the training centre.

The applicant has indicated a good partnership with local transport companies and local accommodation which is highly recommendable. If the partnership with the local transport companies was to break down due to the condition of the highway or for personal reasons and this would have significant impact on the local highway network by increasing vehicles movements and any future owner of the site may not have the same consideration for the local highway and still operate under the same planning use for the site.

The applicant is proposing to use both Rabbit Lane and Cross Lane to access the site, both of these roads are also definitive footpaths and are regularly used by walkers and cyclists the associated definitive footpaths which will be directly affected by the development are 3-5-FP8, 3-5-FP11 and 3-5-FP20. The Lancashire County Councils Public Rights of Way Section is to be consulted as part of this application although it is understood they have provided comments previously..

The site has a very low accessibility score and it would be expected that all guests and staff would need to use various types of vehicular transport to access the site and it would not be appropriate to expect all guests to use coaches or taxis.

Rabbit Lane and Cross Lane have very restricted highway widths for the full lengths of the roads, meaning vehicles are unable to pass on either of these narrow roads. From observations on site Cross Lane is showing signs of vehicles driving on the verges in various locations. The passing places indicated on the transport assessment are not all intervisual due to both the horizontal and vertical alignment.

Both roads have very limited forward visibility in both the horizontal and vertical planes which reduces speed but means that reversing any distance to find a suitable passing place to allow vehicles to pass is very difficult, especially with the restricted carriageway width, the gradients, and the close proximity of walls, fences, planting etc. to the carriageway edge. Additional safety issues for reversing vehicles when another vehicle is approaching from behind with restricted forward visibility.

The applicant is indicating 100 to 120 guests for day time events and as such this will have a highway impact during the day as guests arrive and assumingly this will be at weekends where vehicle movements, cyclists and walker's movements will be higher along both Rabbit Lane and Cross Lane. The introduction of evening guests would then expect an additional 60 to 80 new guests travelling to the site resulting in additional vehicle movements during the early evening.

The applicant is indicating that 20 seater coaches can be used to access the site. Where the guests all use the coaches this may result in 5 to 6 coach movements for the day guests and as such parking provision for coaches should be considered with adequate turning facilities to ensure they can enter and exit the site in forward gear. At the end of the evening event where all the guests use the coaches this could result in 9 coaches entering and exiting the event, late at night.

The use of local taxis is highly commendable but this will result in increasing two way traffic movements at the peak periods for the event, which will intensify the issues for vehicles to pass each other along Rabbit Lane and Cross Lane. It should also not be expected that all guests will arrive and exit at the same time, for various reasons such as health and children etc.

From observations on site the private approach road to Clough Bottom is being maintained but if the maintenance is reduced the previously observed rutting and deep pot holes may return, which may result in coach and taxi companies refusing to service the site in the future due to damage and the future maintenance programme to this private road should be considered. The rutting and potholes will also increase noise and vibration when being driven over, especially by coaches and delivery vehicles.

Where a scheme for passing places is considered to reduce the highway impact by allowing passing along Rabbit Lane and Cross Lane the applicant is advised that the each passing place should be seen from the adjacent passing place.

Due to the restricted width and low tree branches on both Rabbit Lane and Cross Lane the Highway Development Control Section is of the opinion that the fire authority is to be consulted to ensure the existing highway is suitable for fire appliances and/or if they can recommend additional fire safety features as part of the development.

Where the planning authority is minded to approve the application it would be appreciated if suitable conditions could be drafted to:-

1. Prevent training events to be held on the same day as wedding events, to reduce the impact on the highway.
2. Formalise a one-way system within the site when wedding guests are leaving and taxis and buses are arriving.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey  
Highway Development Control Engineer