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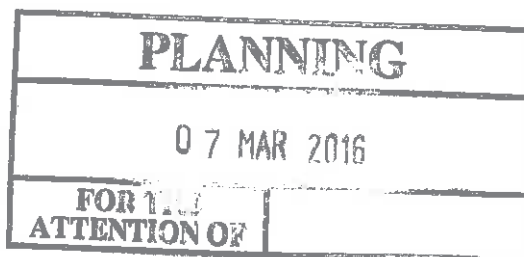
Our Ref: 10/2/2016/J589/AD

10th February 2016

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Dear Kerry

Response to LCC feedback on Variation of condition 6 of planning permission 3/2012/0490 to allow use as a wedding venue for up to 40 days per year.

The feedback from LCC raises concerns but does not formally object or set out the impact would be severe in nature.

It concludes by requesting two conditions be applied:

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.

Condition 1 would be superfluous as the wedding and training uses occupy the same building and as such could not take place at the same time but for robustness the condition can be applied.

Condition 2 is not considered necessary as the routes into the site having passing bays to allow two way movements. The need to control movement when coaches are attending etc is set out in the management plan operating procedures and this should be conditioned to control movements to the venue.

For completeness the concerns raised are answered below.

The comment raised are similar to those raised in July 2015 and seem to ignore the report as issued in support of the application.

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 information provided sets out no increase in movements between the two types of use and the existing training events have no limit on size.

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

The operating times are the same for both the uses, in any event the wedding use would be restricted to 40 days, as of now no such restriction applies.

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.

It is acknowledged that movements will relate to the wedding for additional services to the event however from the surveys these are relatively minor in nature.

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.

It is unreasonable to say what if the relationship breaks down, clearly the use requires a good working relationship with associated services to provide an event and if these are not in place it is unlikely that the event could take place.

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. I have forwarded details of this planning application to Lancashire County Councils Public Rights of Way Section and asked them to contact you directly regarding any comments they may like to make.

The use of the route and the limited impact on the footpath network has been taken on board as part of the internal management on a daily basis for the current uses. Speeds are very low and visibility is good between uses as such no issues are expected to arise.

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.

This type of event is car/vehicle based irrespective of the location, the key is to manage the number and number of attendees who share the vehicles to reduce flows. This is set out in the management plan.

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 report sets out the areas that can be used as passing bays, some verge damage does occur but this is typical of a rural route and quickly recover when the weather improves.

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 fact the flows occur now appears to have been ignored, the situation if it arises to the level set out would lead to complaints, poor feedback on hte events and at worst a recorded accidents, none of which are evidenced, the concerns are noted but are not felt to be at a level where an objection could be supported and this is confirmed by LCC not objecting to the scheme as set out.

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 quests would then expect an additional 60 to 80 new guests travelling to the site resulting in additional vehicle movements during the early evening.

This is a statement of fact, vehicles will be used and impact on the highway but not to a detrimental level. Again the flows are already occurring and not new as suggested.

The applicant is indicting 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.

It is unlikely that all guests will use coaches but if more do then the vehicle movements will reduce. The site has a large car park and can accommodate coaches, indeed it does now. The coach movements will be spread and not in/out at the same time.

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.

Use of taxis is normal for these events and helps reduce movements as they tend to be occupied by more than one attendee. The movements spread across the start/finish are considered a good outcome as it will reduce the intensity at any specific time.

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

The maintenance of the internal route is considered a priority for the events to take place and are not considered an issue that will affect the uses. There are few houses locally and the noise if it occurs will be low in nature.

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.

Unsure what the comment is meant to mean, the passing bays/areas set out are existing and no new ones are proposed.

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.

The site has been impacted by the fire service as set out in the report and a safety certificate issued, additional consultation is not considered necessary.

Overall the use exists now with no know recorded or notified operational issues as such the concerns are noted but would not form a formal objection, and none is made.

Indeed the first application in 2012 also had no highway objection, the July response in 2015 raised concerns but no formal objection.

It is considered the scheme can be approved from a highway point of view.

If you need to discuss or clarify any of the above please do not hesitate to telephone me.

Yours sincerely



**Alan Davies
MSc, CMILT, MIHT, MAPM
for DTPC (Northwest) LLP**



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Your ref:
Our ref: LHS/CS/3/2015/1001
Date: 18th January 2016

For the attention of Robert Major.

Proposal:	Variation of condition 6 of planning permission 3/2012/0490 to allow use as a wedding venue for up to 40 days per year.
Location:	The Outbarn Clough Bottom Rabbit Lane Bashall Eaves BB7 3NA
Grid Ref:	370076 - 443721

With regard to your letter dated the 10th December 2015.

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.

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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.

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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

