

Sharon Craig

From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 21 April 2017 10:16
To: Robert Major
Cc: LHS Customer Service; planning
Subject: app3/2017/0294 and 0295 Former Punch Bowl . Longridge Road

Follow Up Flag: Follow up
Flag Status: Flagged

Morning Robert,

Below is my response to the previous applications for this site (2016/ 0056 & 57) which is more or less identical to the current applications with the exception of the number of caravans which has been reduced from 20 to 15. The café and 5 holiday lets remain unchanged.

In terms of the site as a whole I would have to reiterate my concerns regarding the visibility available at the site access which would still elicit a recommendation for refusal on highway safety grounds. In respect of the number of parking spaces offered for the holiday lets and café, the reduction in the number of caravans proposed has allowed an increase in the number of parking spaces for these uses from 12 to 17. This remains less than the 19 – 22 as suggested in my previous response below. On the basis of this I still have highway concerns regarding the safe operation of this site and would therefore reiterate my position that the proposal should be refused on highway safety grounds resulting from the poor site lines at the site entrance and the inadequate parking provision.

Previous Highway comments app 2016/ 0056 & 57

"I have major concerns regarding this application both in relation to the visibility afforded to drivers emerging onto Longridge Road and also the level of parking provided for the café and the 5 self-contained holiday units.

Dealing with the access visibility, in the transport statement the applicant has used a combination of Manual for Streets (MfS) and Design Bulletin 32. The former is primarily for residential road layouts in an urban setting with speeds below 37mph. The later (DB32) provides for higher design speeds and would be more suited to this ,inter-urban, location. A speed survey carried out in June 2013 approximately 200metres to the west of the site entrance indicates 85th %ile speeds of 44 and 43mph east and westbound respectively. The speed limit on Longridge Road past the site is 40mph.

Using the DB32 32 formula for the calculation of the Stopping Sight Distance (SSD) the required visibility is 116metres. Using the MfS formula the calculated SSD using vehicle speeds of 44mph and not the speed limit figure of 40mph. is 43metres. On the basis of this I would consider that the visibility for vehicles emerging from the car park is inadequate and would elicit a recommendation for refusal of the proposal as submitted on highway safety grounds. I am aware that there is a traffic mirror opposite the site entrance which offers some improvement but its usefulness would be dependent on the prevailing weather conditions and not everyone would be comfortable in interpreting the information when deciding when I is safe to emerge.

Turning to the car parking provision, the car parking provided for the former pub development element (café and 5 holiday units) is 12 spaces. I would consider this to be insufficient for the scale of the development . On the basis of 1 parking space being provided for each of the holiday units (5 spaces) and a further 17 spaces for each table in the café the total parking provision should be in the region of 22 spaces. Using the County Parking Standards this equate to 14 spaces for the café based on the gross floor area,

and a further 5 for the holiday units. . Due to the remote location of the site it is inevitable that the majority of customers will arrive by car and it is essential that all the parking generated by the site is contained within curtilage as any overflow parking on Longridge Road would present a highway safety issue. The current parking provision on site is in the region of 28 vehicles.

Whilst I accept that the former pub use would have generated some trips to the site , the addition of the 20 holiday chalets, whilst increasing the visits to and from the site also reduce the availability of on sit parking for the uses proposed for the existing building, on this basis I would have to recommend that the application be refused on highway grounds due to the impact of this additional development on the inadequate sight lines and the lack of an appropriate parking provision.

Bearing in mind the existing use of the site , I would raise no objection to the uses proposed for the former pub building."

*Dave Bloomer
Highways Development Control
Lancashire County Council*

Explore and celebrate the range, scale, and skills of UK-based making at the first [National Festival of Making](#) on 6 - 7 May.

This e-mail contains information intended for the addressee only.

It may be confidential and may be the subject of legal and/or professional privilege.

If you are not the addressee you are not authorised to disseminate, distribute, copy or use this e-mail or any attachment to it.

The content may be personal or contain personal opinions and unless specifically stated or followed up in writing, the content cannot be taken to form a contract or to be an expression of the County Council's position.

Lancashire County Council reserves the right to monitor all incoming and outgoing email.

Lancashire County Council has taken reasonable steps to ensure that outgoing communications do not contain malicious software and it is your responsibility to carry out any checks on this email before accepting the email and opening attachments.