

VTC (Highway & Transportation Consultants)

Vision House, 29 Howick Park Drive, Preston. PR1 0LU

Tel : 01772 740604 Fax : 01772 741670

Email : vtc.consultants@btinternet.com

Web : www.vtc-consultancy.co.uk

Mr J Macholc BSc Hons. Dip TP MRTPI DMS
Head of Planning Services
Ribble Valley Borough Council
Church Walk
Clitheroe
Lancashire
BB7 2RA

Date : 23rd August 2018

Dear Mr Macholc,

**Re : Planning Application Reference 3/2018/0363
Proposed conversion of the former Punch Bowl Inn (Grade II listed building)
into 5 holiday lets and café including demolition and extensions. New pitch
holiday lodge park with 15 units within curtilage**

Response to the Highway Consultation from Lancashire County Council

Further to the highway and road safety submissions that have been made to support the above planning application by Croft Transport Planning & Design (CTP&D), I would like to provide the following, further, information in response to the latest highway consultation from Lancashire County Council (dated 1.8.2018).

i) Visibility and Road Safety at the Existing Highway Access

It is agreed that the existing standard of visibility at the access from the site onto Longridge Road does not meet the full design standard for a new access onto a 40 mph road for drivers looking to the right as they emerge from the access. This has been confirmed by CTP&D in their submission dated April, 2018. However, there is no evidence that the visibility at the existing access has caused any significant road safety problems for a period of at least 13 years whilst the public house was trading (up to 2012). The accident plot that has been submitted with the planning application (between 1999-2016), shows the recorded injury accidents on Longridge Road including the 13 year period between 1999 – 2011 whilst the public house was trading. The accident plot shows that there were no recorded injury accidents at the access to the site during this 13 year period. This confirms that there have been no serious road safety problems at the existing access when it was used for the Punch Bowl PH and when there would have been significant numbers of vehicles travelling into, and out of, the large car park for the premises.

(contd.)

There are many accesses and junctions on the existing highway network that do not have the recommended design visibility but this does not mean that there is a road safety problem and this is the case at the existing, and proposed, access for the site.

ii) Traffic Generation for the Existing Permitted and Proposed Uses

The submission by CTP&D compares the existing permitted and proposed traffic generating potential of the site being used as a pub/restaurant and for the proposed holiday lets / lodges, respectively. The analysis uses the national standard traffic generation database TRICS (Trip Rate Information Computer System), and shows that the existing daily traffic generation of the pub with a restaurant would be 225 vehicle trips per day (2-way). This compares with the predicted 50 vehicle trips for the proposed holiday lets and lodges. Therefore, the proposed holiday lets and lodges would generate 175 less vehicle movements per day than the permitted pub / restaurant use.

The proposed café will have a low level of daily traffic generation and it is unreasonable for LCC to compare the potential traffic generation of the café with a Little Chef diner which are normally sited on major 'A' class roads with long distance traffic and often close to large population centres. The proposed café will be sited on a rural 'B' class road with a low population catchment within a convenient driving distance and with a low number of long distance drivers using the road. Therefore, the estimated 201 daily vehicle trips that have been calculated by LCC for the proposed café are considered to be a significant over-estimate and the LCC conclusion that the proposed development will lead to an increase in traffic generation at the site is unreliable. It is considered that the proposed café would generate less than 50% of the LCC estimate i.e. less than 100 daily 2-way trips, for the reasons given above, and the total traffic generation of the proposed development (holiday lets + lodges and café), will be significantly lower than the permitted pub/restaurant use.

On the basis of the highway submissions that have been made to support the planning application, and this additional information, there is no evidence to show that the proposed development would have a significant adverse impact on highway safety and it is considered that the proposal would reduce the traffic generating potential of the site. Therefore, it is strongly recommended that the planning application should be approved because it is fully in accordance with the National Planning Policy Framework (NPPF, 2018).

Yours sincerely,



Mr J C Carruthers BSc MSc CEng MICE MCIHT
Highway & Transport Consultant