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Sent: 01 August 2018 12:50
To: John Macholc
Cc: LHS Customer Service; planning
Subject: app3/2018/0363 Th ePinch Bowl , Hurst Green

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Afternoon John,

The proposal is for the conversion of the existing building , formerly a public house / restaurant into a 5 unit holiday let with associated café and the siting of 15 log cabins within the curtilage of the property. I have commented on a similar applications on two occasions previously in response to submissions made in 2016 and 2017. On both occasions I have recommended that the application be refused predominantly on the grounds that the site has a poor access onto Longridge Road with a visibility splay to the right on exit well below those recommended for a road of this nature with a speed limit of 40mph. Although no site specific speed survey appears to have been undertaken at the site entrance , historic survey data from a site on Longridge Road further to the west would suggest 85th percentile speeds in the low 40mph bracket (43, 44mph). These figures indicate that a visibility splay of 2.4 x 116m is appropriate . The submitted Transport Statement states that 2.4 x 38m is achievable. This is based on Design Bulletin 32, not Manual for Streets as used by the applicant..

Notwithstanding the clearly inadequate visibility splays afforded at t retained access onto Longridge Road, the argument put forward by the applicant is that the traffic generation associated with the proposed use would be lower than that which could expected from the proposed development as a consequence the potential for a collision at the site access would be reduced. The applicant has failed to take account of the potential traffic generation from the proposed café which will be established on site . This has 68 seats and whilst the available data within TRICS is limited , the nearest equivalent (Little Chef) has a higher anticipated daily flow than the former pub use .The figures derived from TRICS are as follows

Pub (400msq) Daily Arrivals (weekday) 84 vehicles departures 85 vehicles

20 holiday lets Daily Arrivals (weekday) 27 vehicles , departures 24 vehicles

Café (165msq) Daily Arrivals (Weekday) 101 vehicles , departures 100 vehicles

Clearly from the TRICS results above the traffic generation potential of the café is not inconsequential .

Researching the history of the building it would appear that the pub ceased trading in 2012 and as such the road traffic accident data presented for the site will not be representative of the site access under operating conditions. The accident data on the LCC system is limited to between 1st Jan 2013 to 31st May 2018.

On the basis of the above and the previous highway comments, it is clear that the proposed development will lead to an increase in traffic generation from the site which suffers from poor visibility and as such the development represents a potential road safety hazard to road users and should therefore be refused on highway safety grounds.

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