

Sharon Craig

From: Gregg, Robert <Robert.Gregg@lancashire.gov.uk>
Sent: 15 January 2021 16:08
To: Laura Eastwood
Cc: Planning
Subject: D3.2020.1091 - Coars Farm Garden Centre, Settle Road, Bolton By Bowland.

Hi Laura

In respect to the proposed redevelopment of site for 30 no. holiday chalets, conversion of existing holiday house and adjacent barn to a 20 person holiday let, extension of existing cafe, construction of reception building with managers flat, alteration to existing garden centre to form farm shop and plant display area, creation of car parking, landscaping and associated works, my initial comments would allow the applicant the opportunity to address the below raised issues and whilst I would raise no objection to the principle of the development proposal, I must ensure that the proposal would not be detrimental to highway users.

The proposal will involve the repositioning of the existing access point and an increase to the number of existing parking spaces from 30 to 121 parking spaces. There has been no justification for such an increase which would appear to be excessive.

The parking spaces should allow for a minimum distance of 6m to the rear of each parking space for safe manoeuvrability.

The gated access point should be set back a minimum of 7m from the carriageway and the access road would need to provide a minimum width of 5.5m to support two-way traffic flows.

Visibility splays must be maximised and remain unobstructed in perpetuity of the development, the proposed repositioning of the existing access point will increase the existing visibility lines which would bring betterment to that of the existing arrangement. However the submitted transport statement states there is "no need to remove hedge as it is not required" although any obstruction of the visibility splays will need to be removed for the lifetime of the development and maximisation of the visibility splays by setting back some of the hedge fronting the development site must be explored to see if Visibility splays at the development sight have reached their full potential.

At present with traffic counts remaining lower than historic levels, for the foreseeable future we will not be requesting that new volumetric traffic counts are undertaken and as it currently stands they wouldn't be accepted by LCC as the local highway authority. There is however a few sites within Lancashire where traffic data is being continuously monitored, which will then be used to determine when new traffic data will be acceptable in Lancashire.

However, with that being said with current traffic speeds in some areas being considered as slightly higher than the pre-Covid era due to less trafficked roads, officer discretion could be applied to a speed survey being carried out with total disregard to any volumetric data, purely looking at the speed data to determine visibility splays and therefore using traffic counts for speed to determine visibility splays would be considered acceptable. The ATC carried out on site has provided 85%ile speeds of 41mph and 48.7mph, this data has been provided by the appointed transport consultant and from this data visibility splays for an absolute minimum of 85m to the left and 111m to the right have been suggested, as previously stated these figures would bring betterment to that of the existing arrangement however maximisation should be explored here.

Swept path analysis for service vehicles including them of the emergency services would need to be carried out across the site

Better access to the local public rights of way should be incorporated into the plans rather than have pedestrians / cyclists leaving at the main access point on to a road with no footway provision, I would suggest internal link paths for walking and cycling with exit points at the furthest ends of the site.

The submitted documents refer to a sewage treatment plant requiring a licence from the Environment Agency to make an effluent discharge into the watercourse, Land drainage consent from LCC is also required for any outfall (foul/surface water) into an ordinary water course .

I ask that the plans are revised in accordance with above before I can provide any further comments for the proposal.

Kind regards

Robert Gregg *EngTech MICE MCIHT*

Development Support

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