

Ribble Valley Borough Council  
Housing & Development Control

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Your ref 3/2021/0725  
Our ref D3.2021.0725  
Date 9<sup>th</sup> August 2021

FAO Adrian Dowd

Dear Sir/Madam

Application no: **3/2021/0725**

Address: **Buck Inn Sawley Road Grindleton Lancashire BB7 4QS**

Proposal: **Proposed replacement two-storey side and single-storey extensions to rear, external and internal alterations including first floor conversion from manager's accommodation to four toilet ensuite bedrooms.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

### **Summary**

#### **Further Information**

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed extension and conversion of a manager's accommodation to 4 to-let en-suite bedrooms at the Buck Inn, Sawley Road, Grindleton.

The LHA are aware that the Public House has been vacant since 2018 but the Applicant is proposing to renovate and extend the building, bringing the pub and restaurant back into use as well as adding 4 hotel rooms which will be on the first floor.

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#### **Phil Durnell**

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## **Site Access**

The LHA are aware that the site will utilise an existing access directly off Sawley Road, which is a C classified road subject to a 30mph speed limit.

While the LHA understands that the sites access will remain unaltered following the proposal, the LHA still require a scaled access drawing detailing the access width and the maximum vehicular visibility splays the access can achieve. This is because the LHA understands that the internal floor area of the building will increase from 201.2sqm to 246.5sqm. Therefore, there is a small intensification of use of the existing access following the extension to the building. Not only this but the change of use of the manager's accommodation to 4 hotel rooms will also intensify the use of the access further requiring the LHA to request a scaled access drawing.

## **Internal Layout**

The LHA have reviewed the Application Form, which can be viewed on the LPAs website and understands that the proposal will increase the internal floor area of the building from 201.2sqm to 246.5sqm.

For an A3 development as stated in the Joint Lancashire Structure Plan, the development is required to provide 31 car parking spaces for the Public House and Restaurant as well as an additional 4 spaces for the 4 one bed hotel rooms. This means that the site should provide a maximum of 35 car parking spaces to fully comply with the Joint Lancashire Structure Plan.

However, the LHA have reviewed SPA drawing number 6239-P01-Rev A titled "Proposed Site Plan" and understands that the site can only provide 6 car parking spaces for the proposal. Therefore, the site has a shortfall in 29 car parking spaces.

Notwithstanding this, the LHA have reviewed the drawing and understands that the parking layout at the site could be improved, allowing for the site to increase the number of car parking spaces provided.

The LHA advise the Applicant a way to increase the number of spaces is by providing the spaces in a more traditional layout rather than at 45 degrees to the building. Not only will this increase the number of spaces available at the site but will also prevent any highway safety concerns associated with the use of the first car parking space, as shown on the drawing. This is because currently the LHA are concerned should the space be used, that vehicles will be reversing onto the public highway to exit the site due to the angle of the space, meaning that a collision could occur between the vehicle exiting the space and vehicles using the highway. However, should the space be at a more traditional angle, the vehicle will be able to reverse out of the space on site and enter the public highway in a forward gear which would be safer.

The LHA are aware that even if the layout of the site is improved then there will still be a shortfall in car parking spaces. However, for the LHA to accept the shortfall, the

Applicant should submit an existing car parking plan detailing how many car parking spaces can be provided on site. This will allow for the LHA to compare the proposed and existing parking plans as well as identify whether any spaces have been removed due to the proposed extension of the building.

Not only this but the LHA require an Operation Statement from the Applicant stating the maximum number of staff who will be on site at any one time and the expected number of covers the restaurant will undertake per day. This information will allow for the LHA to review whether the shortfall in car parking spaces is acceptable.

The LHA also require a swept path analysis of the largest delivery goods vehicle who will use the car park when delivering goods to the proposal. The LHA require a swept path analysis to ensure that vehicles can easily enter and exit the site.

### **Conclusion**

For the LHA to support the proposal, the LHA require a site access plan, a revised parking layout drawing, a swept path analysis of the largest delivery goods vehicle and further information in the guise of an existing parking plan and Operation Statement to allow for the LHA to fully review the application.

However, the LHA advise the Applicant to just renovate the building without extending and proposing a hotel element to the business. This way the LHA will not require any information and the site may not require planning permission. Instead the site will return to its use following the building being vacant and so the shortfall in car parking spaces at the site will be a pre-existing situation.

Yours faithfully

**Ryan Derbyshire**  
Assistant Engineer  
Highway Development Control  
Highways and Transport  
Lancashire County Council