

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0793
Our ref D3.2021.0793
Date 31st August 2021

FAO Laura Eastwood

Dear Sir/Madam

Application no: **3/2021/0793**

Address: **Coars Farm Garden Centre Settle Road Bolton By Bowland BD23 4SN**

Proposal: **Proposed redevelopment of site for 15 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 manager's flat, alteration to existing garden centre to form a farm shop and plant display area. Creation of car parking, landscaping and associated works. Resubmission of 3/2020/1091.**

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 redevelopment of the site for 15 holiday chalets, conversion of an existing holiday house and adjacent barn to a 20 person holiday let. Extension of an existing café, construction of a reception building with a manager's flat, alteration to the existing garden centre to form a farm shop and plant display area. Along with the creation of

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a car park, landscaping and associated works at Coars Farm Garden Centre, Settle Road, Bolton By Bowland.

The LHA understands that the proposal is a resubmission of application reference 3/2020/1091 which was for a similar scheme at the site. The application included the siting of 30 holiday chalets rather than 15 in this case. However, the application was later refused by the Local Planning Authority.

Site Access

The LHA understands that the site will be accessed off Settle Road which is a C classified road subject to a 60mph speed limit.

The site currently has an existing access off Settle Road which serves the existing holiday house, shop, café and garden centre but following the proposal as shown on Avalon drawing number COA01/Dwg 10 titled "Masterplan", the site access will be relocated with the existing access being made redundant and stopped up.

The LHA have reviewed the drawing and are satisfied that the access arrangements complies with the LHAs guidance and so the LHA have no further comments to make.

The Applicant has also conducted a speed survey in the vicinity of the site access which was undertaken between 17th September to 23rd September 2020. The speed survey data (Appendix C of the DTPC Transport Statement dated July 2021), recorded 85th percentile speeds of 41mph to the left and 48.7mph to the right of the access. This would mean that the LHA would require visibility splays of 2.4m x 108m to the left and 2.4m x 141m to the right of the access.

In the Transport Statement (p22), the Transport Consultant has provided a visibility splay drawing showing the access can provide the minimum visibility as expressed above in both directions. However, the LHA are unable to accept the drawing because it is not scaled and so the LHA are unable to fully review the drawing. As a result, the LHA require a revised scaled access drawing showing the visibility splays in both directions.

Not only this but the LHA are unable to accept the speed survey data which was conducted between 17th September to 23rd September 2020. This is because the data was collected at a time where traffic counts remained lower than historic levels due to the Covid 19 pandemic. As a result, the LHA are not accepting any traffic counts which have been undertaken during this period and so request the Agent to undertake another speed survey to support the application.

Instead of the data being collected for a week like previously, the LHA will accept a day of data collection which will allow for the LHA to compare both sets of data. This way the LHA are likely to accept the shortfall in visibility for a 60mph road which is required to provide minimum visibility splays of 2.4m x 215m in both directions.

Subsequently, the Applicant could provide a scaled visibility drawing showing the access can provide the full minimum visibility splays for a 60mph road. If this is the case, the minimum visibility should be shown on a revised scaled drawing.

Highway Safety

There have been two Personal Injury Collisions recorded within 500m of the site in the last five years. Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PICs and the site is already existing.

Trip Generation

The Applicant has submitted a TRICS assessment, which can be viewed in the DTPC Transport Statement dated July 2021. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The Transport Consultant has undertaken two TRICS assessments, one for the holiday homes and the other for the restaurant, farm shop and 11 bed holiday home. It is worth noting that the assessment for the holiday home has been undertaken for 30 units rather than 15 while the restaurant, farm shop and 11 bed holiday home has been assessed as a hotel with food use and has the floor area of 990 square meters rather than 2228 square metres as the proposed development measures.

Despite this, the LHA will accept the trip rates with the doubling of the number of holiday units equating to the same as the reduction in floor area of the restaurant, farm shop and 11 bed holiday home and so the trip rates are reproduced below.

Land Use: Holiday Accommodation	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate Per Holiday Home	0.026	0.033	0.059	0.131	0.046	0.177
Trip Generation	1	1	2	4	1	5

Table 1: Proposed overall trip rates for the holiday lets

Land Use: Pub/Restaurant	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate Per Holiday Home	0	0	0	2.503	1.689	4.192
Trip Generation	0	0	0	25	17	42

Table 2: Proposed overall trip rates for the restaurant, farm shop and 11 bed holiday home

Land Use: Proposed Development	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Generation	1	1	2	29	18	47

Table 3: Proposed overall trip rates for the proposed development

The proposed development, as shown in Table 3, could generate approximately 2 two-way car trips at the AM Peak and 47 two-way car trips at the PM Peak meaning that 28 two-way car trips could occur in the peak hours. The LHA deem the above data provides an accurate reflection of the likely number of trips a proposal such as this could generate and are satisfied that the additional trips associated with the proposed development would be unlikely to lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Internal Layout

The LHA have reviewed Avalon drawing number COA01/Dwg 10 titled "Masterplan" and understands that the site will provide 73 car parking spaces for the entire site. This complies with the Joint Lancashire Structure Plan and so the LHA have no further comments to make regarding the quantity of parking at the site.

However, the LHA have concerns associated with the layout of the parking spaces. Firstly, the LHA advise that at least 3 of the disabled spaces which will serve the holiday home should be relocated to the main car park. This is because the spaces are likely to be used only by the occupants of the holiday home rather than for the use of the entire site. Therefore, grouping the disabled spaces together on the main car park is likely to increase the likelihood of visitors that require a disabled space to find one.

Secondly, the LHA have concerns associated with the location of the 6 car parking spaces serving the reception building. This is because the location of the spaces is less than 5m away from the junction serving the main car park and the holiday homes.

Not only this but the first car parking space closest to the junction serving the main car park is located in the junction's visibility splays. The vehicle parked in this location will cause vehicles exiting the junction to not be able to view any vehicles using the turning circle as well as providing a blind spot for other vehicles emerging from the reception parking area, simultaneously. As a result, a vehicle collision could occur in this area. Therefore, the LHA advise that the 6 car parking spaces are relocated elsewhere to improve site safety.

The LHA also have concerns about the useability of the turning circle for larger vehicles. This is because the internal road is narrow around where the proposed buildings are located. Therefore, the LHA require a swept path analysis to be submitted to the LHA which shows that large vehicles can use the turning circle safely.

Should the turning circle be safe to use, the LHA advise that the turning circle is used as a roundabout for the entire site. This is because it will not only improve traffic flow but will also improve highway safety by allowing vehicles emerging from the sites junctions to clearly view the direction of traffic around the roundabout. Not only this but to improve visibility at the junctions within the site, the LHA advise that any landscaping planted within the junction's visibility splays are either removed or are less than 1m in height. This will allow for vehicles to clearly see others when they are exiting or entering the roundabout.

Furthermore, the LHA are concerned about the footpath links which will be provided at the front and the rear of the site to connect to Settle Road. The LHA are concerned and advise that they are removed from the site plan because, firstly, the footpath links do not connect to a footway, with Settle Road having no access to one. Not only this but the links do not connect to a Public Right of Way (PROW) network, with the nearest PROW being a distance away from the site. Therefore, the LHA question whether the links will be used by pedestrians and even if they are, there are highway safety concerns. These highway safety concerns are associated with poor pedestrian visibility on a high-speed road due to the topography of the highway. As a result, the LHA require that the footpath links are removed from the site plan.

Finally, the LHA advise to improve the internal layout of the site to move the vehicular gate which serves the holiday chalets to be moved a few metres into the area to not obstruct vehicles using the car park when the gate is in operation. The LHA advise that the gate opens inwards as well.

Conclusion

Following the submission of further information as expressed above, the LHA will be in a better position to fully assess the application.

Yours faithfully

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Highways and Transport

