

Ribble Valley Borough Council
Housing & Development Control

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Your ref 3/2021/0793
Our ref D3.2021.0793
Date 16th September 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

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a re-consultation 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

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existing garden centre to form a farm shop and plant display area. Along with the creation of a car park, landscaping and associated works at Coars Farm Garden Centre, Settle Road, Bolton By Bowland.

The LHA previously responded to the application on 31st August 2021, requesting the Applicant to submit further information for a variety of issues. The Applicant has now submitted two revised plans which will be discussed below.

It is also noting that this 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 DTPC drawing number J1228 access Fig 2 titled "Access and swept paths", 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 comply 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.

The Transport Consultant has provided DTPC drawing number J1228 access Fig 1 titled "Access and sight lines", which shows the access can achieve visibility of 2.4m x 108m to the left and 2.4m x 141m to the right of the access and so the LHA have no further comments to make.

The LHA in the previous highway comments dated 31st August 2021, did question whether the LHA are able to accept the speed survey due to it being undertaken during the Covid 19 pandemic. However, following discussions with the Agent and reviewing the previous application 3/2020/1091 which used the same speed survey to support the application, the LHA determined that in this case the speed survey can be used and so the LHA have no further comments to make.

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.

The LHA have also reviewed DTPC drawing number J1228 access Fig 2 titled "Access and swept paths" and are satisfied the turning circle is safe to use for large vehicles and so the LHA have no further comments to make.

It is worth noting that the internal pedestrian links to Settle Road which were previously proposed have been removed, as shown on DTPC drawing number J1228 access Fig 1 titled "Access and sight lines," which satisfies the LHA.

Conditions

1. No building or use hereby permitted shall be occupied or use commenced until the footway and verge has been reinstated to full kerb height, where any vehicle crossover are redundant, in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

REASON: To maintain the proper construction of the highway and in the interest of pedestrian safety.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on DTPC drawing number J1228 access Fig 2 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4m x 108m to the left and 2.4m x 141m to the right of the access have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 1 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 10 metres of the highway boundary, nor shall any be erected within a distance of 10 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2021).

5. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Avalon drawing number COA01/Dwg 10. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 10 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021)

7. Prior to commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority for a highway surface water drainage scheme. The development should be undertaken in accordance with the agreed details and the scheme shown on the approved drawing shall be constructed in accordance with the approved details.

REASON: In the interest of highway safety to prevent water from discharging onto the public highway.

8. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.

- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway and verge.

Informatives

- This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 (Vehicle crossings over footways and verges) Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>

(For multiple vehicular crossings please ring 0300 123 6780 and ask for a bespoke quotation.)

- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Yours faithfully

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Highway Development Control
Highways and Transport
Lancashire County Council