

Ribble Valley Borough Council
Housing & Development Control

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Your ref: 3/2023/0452
Our ref: D3.2023.0452
Date: 12th January 2024

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2023/0452**

Address: **Northcote Hotel Northcote Road Langho BB6 8BE**

Proposal: **Proposed construction of single storey pavilion restaurant. Change of use of grazing land to hotel grounds and to facilitate new vehicular access, parking and landscaping.**

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) have been re-consulted on an application for the proposed construction of a single storey pavilion restaurant and creation of a new vehicular access at Northcote Hotel, Northcote Road, Langho.

The LHA previously responded to the application on 10th July 2023 requesting further information regarding the access and parking arrangements at the site. Since then, the following amended drawings have been submitted:



- 3D Reid drawing number 230031-3DR-ZZ-XX-DR-A-08002 Rev P04 titled "Proposed Site Plan."
- 3D Reid drawing number 2261-EXA-XX-XX-DR-L-00150 Rev P03 titled "Tree Removal Plan."

The LHA are also aware of the most recent planning history at the site with the applications being listed below:

3/2018/0795- Proposed extension to provide additional function room, with associated patio areas. Permitted 02/11/2018.

3/2014/0382- Non-material amendment to planning permission 3/2014/0154/P. Reduction of building from 3 storey to 2 storey. amendment of finished ground level from +76.00m to +77.0m resulting in a reduced ridge height of +87.65m. Overall number of bedroom suites reduced from 10 No. to 8 No. Permitted 16/05/2014.

3/2014/0154-Proposed construction of a new bedroom lodge building with guest bedrooms and access track and car parking. Permitted 14/04/2014.

3/2012/0332- Application for the renewal of planning permission 3/2009/0133P for proposed development to improve the hotel and restaurant facilities including bay window extension to private lounge, increase number bedrooms with a new bedroom block, new spa building and site landscaping and parking. Permitted 31/05/2012.

Site Access

The LHA are aware that the site currently has two accesses which are both located off Northcote Road which is a C classified road subject to a 60mph speed limit. The access closest to Northcote Road is used for servicing and for staff parking only, while the secondary access is used by customers to the existing hotel and restaurant. As part of this application, the Applicant wants to provide a new vehicular access, approximately 120m to the north of the customer access. This new vehicular access will be used to serve the proposed restaurant only.

The LHA have reviewed 3D Reid drawing number 230031-3DR-ZZ-XX-DR-A-08002 Rev P04 titled "Proposed Site Plan" and understands that the access will be a minimum of 8.1m wide and the width will then eventually reduce to 5.5m when serving the access road to the proposed car park.

Usually when a new access is being proposed, the LHA would request that a swept path drawing of a refuse vehicle is submitted showing that the access and internal carriageway is suitable for servicing movements. However, as documented in the Transport Statement, the proposed restaurant will not be serviced by the access and instead all deliveries and waste collections will occur at the existing servicing access for the site. Deliveries for the proposed restaurant will then be transported internally via a 3m wide access route, which will remain separate from the proposed internal carriageway, linking the proposed restaurant to the main site. Refuse will also be transported in this way to the existing sites bin collection point.



The LHA have no concerns regarding this arrangement but advise the Agent that a suitable condition will be placed on the proposal ensuring that the proposed restaurant remains auxiliary to the existing site and should the restaurant be sold or sub-let, access and internal carriageway improvements will be required. Therefore, currently as presented, the LHA are satisfied with the access width.

However, the LHA still require further information regarding the traffic survey which was conducted between 20th-26th March 2023. No data has been submitted to the LHA and so the LHA are unable to validate the survey.

As mentioned, in the previous highway comments, the Transport Statement has stated that the traffic survey found that 85th percentile speeds were between 33mph and 34mph in both directions. Therefore, for the site to comply with the LHAs guidance, the LHA require visibility splays of 2.4m x 50m to the north and 2.4m x 51m to the south of the proposed access.

The LHA require that these splays, following the submission of the data to the LHA for validation, are provided on a revised, scaled site access plan. The LHA note that these visibility splays are likely to be achievable following the planned removal of tree 7B, located adjacent to the site access and shown on 3D Reid drawing number 2261-EXA-XX-XX-DR-L-00150 Rev P03 titled "Tree Removal Plan." But a scaled visibility splay drawing is still required to ensure that this is the case.

Highway Safety

There have been four recorded Personal Injury Collisions (PICs) within 500m of the application 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.

Internal Layout

The LHA have reviewed 3D Reid drawing number 230031-3DR-ZZ-XX-DR-A-08002 Rev P04 titled "Proposed Site Plan" and are aware that 12 car parking spaces will be provided for the proposed restaurant. This does not comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, which requires the site to provide 35 car parking spaces given the internal floor area of the site.

However, while the maximum parking standards are desirable, the LHA will request that a minimum of 20 car parking spaces are provided. The LHA request that 8 more car parking spaces are provided because it would only be a shortfall of 3 car parking spaces if the parking requirement were based on 2 customers travelling together in the same vehicle. The LHA would then be satisfied that the shortfall of 3 spaces could be accommodated within the existing customer car park. Therefore, 8 more car parking spaces are required to serve the proposed restaurant.

The LHA also require further information regarding the materials which will be used to form the surface of the car park. The LHA are aware that the area, as stated on the drawing, will be an unmade track. The LHA are concerned that this could lead to mud and debris being transported onto the adopted highway during times of bad weather should



the track be unmade. Therefore, the LHA require a suitable surfacing material to be used to prevent any debris and/or mud being left on the adopted highway.

The LHA have further reviewed 3D Reid drawing number 230031-3DR-ZZ-XX-DR-A-08002 Rev P04 titled "Proposed Site Plan" and are aware that the internal carriageway will be a minimum of 4.8m wide once it passes the car park. While the LHA would advise that the internal carriageway is 5.5m wide for the full duration of its length or as a bare minimum is widened around the curves in the internal carriageway which do not allow two-way movements to occur simultaneously, the internal carriageway will remain private.

The LHA are also aware that the site will provide a drop-off/ pickup area located outside the proposed restaurant. The area will be located just off the internal carriageway and so the operation of the carriageway will not be compromised, which the LHA welcome when the area is in use.

Conclusion

The LHA require the following further information:

- Site access plan showing the sites visibility splays.
- Traffic Survey data submitted to the LHA for validation.
- 20 car parking spaces being provided on the car park.
- Surfacing information for the car park.

Should the further information satisfy the LHAs requirements as stated within these highway observations, the LHA will have no objection to the proposal.

Yours faithfully

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

