

Hi Maya, further to our conversation of the 28th October, I write as requested to reply to some of the statements made in Lancashire Highway Association's response of 24th October 2024 to our planning application number 3/2024/0802.

Page 2 Paragraphs 2 & 3 relating to the gate have been resolved, there was a discrepancy between the drawings.

Page 2 Paragraph 4 (Internal Layout), servicing for the existing unit takes place from the side of the unit and from an established loading space (we should have made this clearer in our application), every other business on Warwick Street services their business from the centre of Warwick Street. In relation to document 240901/01 "LHA are of the opinion that the proposed turning would not work in practice". CTS Traffic and Transportation Ltd produced this plan, they are an experienced company and so we feel that there are no grounds for their findings to simply be classed as invalid. We have shown that the manoeuvre is possible, which is the requirement.

Page 2 Paragraph 5, drawing 240901/01 shows a medium goods vehicle REVERSING into the site and exiting the site in a forward gear, not a medium goods vehicle entering the site in a forward gear.

Page 2 Paragraph 6, assumes that the existing business is serviced from the space where the proposed unit would be built. No servicing occurs from this area and no vehicles turn on this area. During the pre-planning process Will Hopcroft from RVBS Planning Department observed, during his site visit, that no servicing takes place from the proposed building space. It is a roughly gravelled area that we allow a neighbouring business to store scrap metal and an old vehicle on it and the local council to use for their materials for Longridge in Bloom. Had a physical site visit been undertaken by LHA they would have seen this for themselves.

Page 3 paragraph 2 & Page 3 Paragraph 1 States "LHA are unable to accept any servicing from Warwick Street to serve this site. This is because not only does this conflict with the National planning Policy Framework which requires a development to provide access for servicing vehicles but there is limited space for this to occur on Warwick street as it is prone to on-street parking occurring on both sides of the carriageway for the full length of the street," We reiterate that the existing unit is partially serviced from the car park, the existing roadside space on Warwick Street and from Warwick Street itself (as is every other business on the street). The new unit will be serviced from the existing roadside space and the on-site car park only. The following text is taken from planning application number 3/2022/0622 (for a new business on Warwick Street) which states that "The LHA would advise that all servicing to the proposal and the existing use all occurs on Warwick Street where there is more space available for deliveries." We feel like our planning application is being assessed less favourably than other applications and that we are being held to a different standard than other new businesses for some reason. Surely the same Parking Plans and frameworks etc re parking are being applied to all applications. We will state that servicing for the new unit will occur from the car park and from the existing roadside space.

Page 3 paragraph 4 questions the safety and number of the parking spaces provided on the plan; this can simply be rectified by moving all spaces away from the boundary fence by 0.6m

Page 3 paragraph 5, we are unsure how LHA arrived at the number of car parking spaces required for the existing building. However, the existing business is class B2 and with an internal area of 169SqM would require 4 parking spaces for the existing and not 8 as stated by LHA (as per the Joint Lancashire Structure Plan)

Page 3 Paragraph 6 “LHA are unable to accept any more on-street parking occurring along Warwick Street”. This paragraph then goes into some detail about there being no parking on Warwick Street. This becomes irrelevant when the number of spaces required for the existing and new units is accepted as being 5 (which can then be provided within the site carpark). However, please see following quote which is from LHA’s response to planning application 3/2022/0622 for a new Bar with access on Warwick Street which states: “The LHA have reviewed the supporting documents and are aware that no off-street parking facilities will be provided for the proposal. While the LHA would require 10 parking spaces to comply with the LHA’s parking guidance as defined in the Joint Lancashire Structure Plan, the LHA will accept the shortfall. This is because the site is located in a sustainable location in the centre of Longridge”” Should customers and staff members need car parking spaces, the LHA are aware that there is a public car park within walking distance of the site, and they can also park along Berry Lane for up to a few hours with Berry Lane being well served by the Traffic Regulation Orders to prevent inappropriate parking” We believe that our site also resides within “a sustainable location in the centre of Longridge” and therefore feel that our planning application and planning application 3/2022/0622 have again not been offered the same allowances and advice re parking.

The following text is from the LHA’s response to Planning Application number 3/2023/005: “As already mentioned above, the site does not provide any off-street car parking facilities. For a hot-food takeaway to comply with the LHAs parking guidance, as defined in the Joint Lancashire Structure Plan, the LHA require the proposal to provide 37 car parking spaces.

However, the LHA will accept the shortfall in parking. This is because the site is located off Berry Lane which has a comprehensive package of Transport Regulation Orders which should prevent inappropriate parking. These bays along the road have limited waiting times, allowing for vehicles to park along the public highway for one hour during 9am-6pm Monday-Saturday. There is also a public car park located along Barclay Road which is within walking distance of the site should the waiting bays along Berry Road be full to capacity.

The LHA note that the waiting bays along Berry Road are unlikely to be at full capacity during the proposals peak time, which is expected to occur in the evenings. This is because when it's the proposals peak, the other commercial units along Berry Lane will be closed, meaning that customers to these units will not be using the bays providing further on-street capacity for the proposal. Customers may also not travel to the site, with the proposal offering a delivery service further reducing the number of trips associated with the site.

Furthermore, the site is located in a sustainable location in the centre of Longridge, which is well served by public transport such as buses via hourly services. The bus stops are located within walking distance of the site.”

In this instance the LHA seem to be actively fighting the corner for this application and justifying the case for disregarding the lack of parking provided by the business.

In summary, there are several errors in LHA’s response

- Number of parking spaces required by the existing business
- LHA assuming that servicing of current business occurs from the site we propose to build on.

In addition to this there are inaccuracies and evidence which has been dismissed without good cause

LHA simply dismissing the parking review showing the manoeuvre undertaken by a light van to enter and exit the site in a forward gear on document 240901/01 as not working in practice. LHA's response has been written by someone who has not visited the site and is unaware of the details. After speaking to CTS Traffic they stand by their findings.

We would like it noting that when compared to other planning applications for Warwick Street and the surrounding areas ours seems to have been assessed unfairly by LHA. As you pointed out all proposed plans are assessed on their own merits however, surely all applications are assessed with reference to the same parking frameworks and guidance etc.