Morning John,

Further to my previous emails on this application I am now in a position to provide a response to the application.

The proposal is for a multi-use development utilising existing mill buildings on a compact site. Vehicle access is restricted to the existing site access off Greenacre Street and limited frontage access can be gained from Woone Lane which is currently subject to 2-way working but will be restricted to one way working (south to north) in the near future. As part of the proposal a pedestrian/cycle footbridge will be constructed off Mearley Street over Mearley Brook and a service access (accommodating a single vehicle) off Woone Lane.

A primary school (281 pupils) is located opposite the site access on Greenacre Street.

Vehicular Access

The initial proposal was to utilise the existing access off Greenacre Street and provide 2 additional points of access, a single vehicle delivery access of Woone Lane and a vehicular access off Mearley Street via a new bridge over Mearley Brook. The amended proposal retains these 3 access points but the bridge link will only be for pedestrians and cycles.

In respect of the existing Greenacre Street access, there are no significant concerns regarding its continued use although the proximity of the school will require special considerations. I understand that in dialogue between the developer and the school it has been agreed that the site deliveries will be managed to avoid the start and finish of the school day. A suitably worded condition would be requested to ensure that any such arrangement is adhered to. Some minor footway works will also be required to the east of the entrance to maintain the integrity of the highway.

The proposed service access off Woone Lane will require to reverse to or from Woone Lane and there will inevitably be delays to through traffic whilst this manoeuvre is performed. A necessary condition of any planning permission that may be granted would require all reversing manoeuvres are supervised by a suitably qualified banksman.

As mentioned above, the proposal for a vehicle link off Mearley Brook will not be proceeded with.

Pedestrian Access

Following discussions with the applicant regarding pedestrian access to the site it has been agreed that the developer will provide an additional pedestrian refuge on Whalley Road south of the Sainsbury’s entrance which will enhance pedestrian accessibility. The ideal location for the refuge would be closer to the mini roundabout at Queensway but this would require the removal of some on street parking which would not be supported by the adjacent businesses.

Footway widening will be required along the north side of Greenacre Street between Whalley Road and the site entrance as the current width (ranging from 830mm at the site entrance to 1350mm outside the Honda garage) is below the recommended minimum of 1.8m. Additional widening would also be necessary in the vicinity of the site entrance to bring the give way line forward and assist with the visibility splay for vehicles exiting the site.
Parking Provision.

In my initial appraisal of the development and car parking provision taking into account the various uses proposed for the site a very rough and preliminary evaluation of the maximum parking levels for the various uses was produced (see below).

<table>
<thead>
<tr>
<th>Area (sq m)</th>
<th>Use Description</th>
<th>Ratio</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>410</td>
<td>Bar and Restaurant</td>
<td>1:8</td>
<td>51</td>
</tr>
<tr>
<td>505</td>
<td>Brewery and Barrel Store</td>
<td>1:30</td>
<td>17</td>
</tr>
<tr>
<td>305</td>
<td>Brewery Tap</td>
<td>1:8</td>
<td>38</td>
</tr>
<tr>
<td>161</td>
<td>Engine House (museum)</td>
<td>1:30</td>
<td>5</td>
</tr>
<tr>
<td>65</td>
<td>Coffee, beer, wine shop, food retail</td>
<td>1:14</td>
<td>5</td>
</tr>
<tr>
<td>177</td>
<td>Bakery</td>
<td>1:30</td>
<td>6</td>
</tr>
<tr>
<td>305</td>
<td>Public Hall</td>
<td>1:12</td>
<td>25</td>
</tr>
<tr>
<td>720</td>
<td>Office</td>
<td>1:33</td>
<td>21</td>
</tr>
<tr>
<td>2310</td>
<td>Leisure</td>
<td>1:24</td>
<td>96</td>
</tr>
<tr>
<td>784</td>
<td>Non-food retail</td>
<td>1:22</td>
<td>36</td>
</tr>
<tr>
<td>Hotel</td>
<td>C1</td>
<td>1 per Bedroom</td>
<td>31</td>
</tr>
</tbody>
</table>

Total Spaces = 331

These preliminary figures did not take into account the location of the site and its proximity to the town centre and the opportunities that this presents to reduce the need for travel. Taking into account the accessibility of the site the applicant has calculated a maximum parking provision of 236 spaces. The most recent site plan indicates a parking provision of 40 spaces.

Given that the varied nature of the services operating on site it will result in a varied parking demand profile throughout the day. In an exercise to predict the demand profile during the day by taking into account the vehicle trip rates for each individual element of the proposal a maximum car park occupancy of 104 vehicles is predicted (18.00 – 19.00) with the afternoon period exceeding the onsite parking provision between the hours of 16.00 and 21.00. With a development of this nature it is an acceptable practice to manipulate the vehicle trip rates to simulate the likelihood of a trip to visit different elements of the development. E.g. a visit to the gym followed by a drink in the café/pub. For this development the applicant has arrived at a figure of 25% of the traffic generated are shared trips and it follows that the peak car park occupancy would reduce to 78 vehicles. The LCC view is that this discounting percentage is too high and the appropriate figure would be 15% not 25% which would give a maximum car park occupancy of 88 vehicles. Whichever figure is used be it 78 or 88, it is clear that the proposed onsite parking level is inadequate and the consequence of this development would be to increase the demand for parking in a predominantly residential area to the detriment of road safety and residential amenity.

In arriving at these parking accumulation figures the applicant has made various assumptions which the highway authority are not necessarily comfortable with:

1. Since the peak parking demand is late afternoon then the local council car parks (Mitchell Street and Whalley Road) will be emptying providing additional capacity. The concern is that these car parks are pay and display and are not secure. They are also some distance from the site and human nature is such that there would be a reluctance to walk and/or pay, the preference will be to park in the first available on street parking space.

2. The hotel and office uses (with a predicted parking requirement of 20 and 15 spaces respectively) will be marketed with no onsite parking provision. This is a naïve assumption as neither of the occupiers would be in a position to dictate the parking habits of their staff or guests. The fall-back position would be that parking would take place on street both during the day (office) and also evenings (hotel).
The applicants car park accumulation for the public hall suggests a requirement of 2 parking spaces. The capacity of the hall would be 120 people. The argument put forward is that visitors would arrive by coach and any functions would be infrequent. The concern would be that the functions would be a time specific event leading to a peak in parking demand (parking requirement is calculated as 20 vehicle spaces). and additional on street parking. There are no coach parking facilities shown within the development curtilage.

**Highway Capacity.** Although the early indications are that the development will not result in any highway capacity issues I am not able to provide a definitive response in this respect at the present time as the evaluation work is on-going, I will be in touch in due course.

Based on the above and in particular the level of parking provision being provided I would have to recommend that the application be refused on the grounds that the development will lead to an unacceptable and unsustainable demand on the existing on-street parking provision to the detriment of highway safety and residential amenity.

If your Council is minded to approve this application then I would request that the following planning conditions and notes be attached to any permission that may be granted

**Conditions**

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
   - The parking of vehicles of site operatives and visitors
   - The loading and unloading of plant and materials
   - The storage of plant and materials used in constructing the development
   - The erection and maintenance of security hoarding
   - Wheel washing facilities
   - Details of working hours
   - Scheduling of materials delivery
   - Contact details for the site manager

2. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

3. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 2 has been constructed and completed in accordance with the scheme details. Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

4. All deliveries to the service access on Woone Lane shall be undertaken under the supervision of a suitably qualified Banksman. Reason to maintain proper traffic control and the safe operation of the highway.

5. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users.
6 The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative. Reason: To allow for the effective use of the parking areas.

Notes

1 The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. For the avoidance of doubt the works required will include the footway widening works on Greenacre Street and the provision of a pedestrian refuge on Whalley Road.

2 Before proceeding with the scheme preparation the Developer should consult with the Environment Director for detailed requirements relating to land arrangements, design, assessment, construction and maintenance of all existing or new highway structures included in, or affected by, the proposed scheme. For this purpose the term highway structure shall include:

- any bridge or culvert having a span of 1.5 metres or greater, or having a waterway opening cross sectional area exceeding 2.2 square metres {Note: span refers to the distance between centre of supports and not the clear distance between supports},

- any retaining wall supporting the highway (including and supporting land which provides support to the highway),

Any retaining wall supporting land or property alongside the highway. The retaining wall between Mearley Brook and Back Mearley Street is owned and maintained by Lancashire County Council (Structure Ref 306668R1)

Dave Bloomer
Highways Development Control
Lancashire County Council

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