

Lyndsay Prout

From: Allen, David <David.Allen@lancashire.gov.uk>
Sent: 10 December 2018 17:01
To: Ben Sandover
Cc: Devcon Mailbox; LHS Customer Service
Subject: FW: 06/2018/0859 Retirement Apartments etc A Touch Of Spice

Hello Ben

I write with reference to your consultation of 27 November regarding amended plans for the above application.

I note the amended buildings on the latest layout drawing no A002. There are no amendments that cause me to change my previous comments of 17 September as attached below.

Regards
Dave

David Allen
Team Lead Preston, South Ribble and West Lancashire
Highways Development Support
Community Services
Lancashire County Council
Tel: (01772) 533855
www.lancashire.gov.uk

From: Allen, David
Sent: 17 September 2018 12:19
To: 'Mike Carr'
Cc: 'devcon@preston.gov.uk' ; LHS Customer Service
Subject: 06/2018/0859 Retirement Apartments etc A Touch Of Spice

Application Number: 06/2018/0859

Proposal: Erection of three storey retirement apartments building (Class C2), and two storey office (Class B1) and retail units (Class A1) building, following demolition of existing restaurant building (Class A3) with associated landscaping and car parking and new access off Woodplumpton Lane

Site Address: A Touch Of Spice , 521 Garstang Road, Preston, PR3 5JA

Hello Mike

I write further to your request for LCC highway observations for the above site and my comments are given with regard in particular to the Proposed Site Plan, Drawing No. A001F.

Proposed Development

The submission proposal is for the redevelopment of the Touch of Spice Restaurant at Garstang Road in Broughton. The proposed redevelopment of the site includes 4 retail units which are envisaged to be non-food retail use; an office space at first floor level (which is proposed to be the new headquarters for a developer who currently employs 15 staff; and a separate building housing 36 retirement apartments. Site access is proposed from Woodplumpton Lane, to the east of the existing access point. The scheme includes a total of 53 car parking spaces and cycle parking in the form of 3 Sheffield hoops.

The application is supported by a Transport Statement (TA) by PSA Design Ref: D2767 Rev 3 Dated May 2018.

Existing Highway Conditions

Garstang Road is still a classified road (A6) but it is now bypassed and subject to a 20mph speed limit. Its classification will be amended in the near future and the road is currently subject to public realm works in association with the completion of Broughton Bypass. Garstang Road will still have a local function and will remain a Secondary Distributor Road. Woodplumpton Lane (B5269) is a Secondary Distributor Road subject to a 20mph speed limit. There are waiting restrictions on Woodplumpton Lane prohibiting parking at any time on the site frontage. There is an existing commercial access (kerb radius) into the site from Woodplumpton Lane, serving the existing car park.

The site has good accessibility to the local built environment and is within walking distance to local amenities, local schools and bus stops.

Development Principles/Impacts

The development site is within the defined urban area of Broughton in the Preston City Local Plan and the assumption is in favour of development subject to satisfactory access and highway capacity.

The submitted transport statement includes TRICs data for the proposed retirement apartment use, and the results shown in Table 9 (Total of New Trips as a Result of the proposed Redevelopment) do not seem unreasonable. The proposed retirement apartments should be restricted to those at, or close to retirement age (suggest over 60 years old) and that the apartments do not have allocated parking.

The TRICs trip rates produced for the proposed uses do not seem unreasonable, however, I cannot agree with the summary at paragraph 4.0.16 that the proposed redevelopment will not generate significantly more new trips than the existing restaurant use at the site either during the AM and PM peak hours. The AM peak will be significantly higher, but I anticipate that this is likely to be local traffic and on this basis I am of the opinion that the proposals should have a negligible impact on highway capacity within the immediate vicinity of the site. It would be difficult to demonstrate that the residual cumulative impacts of the development traffic within the defined urban area boundary of Broughton are severe. In these circumstances and when the development would be subject to CIL (which would contribute to wider highway infrastructure improvements), LCC would have no objection to the principle of the redevelopment subject to demonstrating safe and suitable access.

Highway Access

It is proposed that the access point off Woodplumpton Lane is moved approximately 20m east with a width of 6.5m and 3m radii (approx.). With the previous signal junction with Garstang Road LCC would have asked for the access to be as far as possible from the signals, but in the current traffic management situation I would have no objection to the proposed access location.

As shown on the Proposed Site Plan Drawing No. A001F, the proposed development will be accessed from Woodplumpton Lane between the retail/office building and the retirement apartments. The site plan indicates the proposed public realm works by LCC in the vicinity of Broughton crossroads. As the buildings are to be set back from the existing road kerb line the visibility at the access location is good in both directions. The proposed/ ongoing public realm works by LCC will further widen the footways at this location, and the access is acceptable.

As stated above the proposed retail/office building is set behind the existing building line and the plan gives the impression of a continuous surface dressing with the footway. Given the retail nature of the development fronting Garstang Road the widened footway would be appropriate to provide suitable access for the retail offer. The developer in pre-application discussions indicated that additional land could be made available to widen footways. I would expect this land to be dedicated as highway and paved in keeping with the materials palette for the Public Realm works by LCC. The site access and footway works will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority reserves the right to provide the highway works within the highway associated with this proposal.

Internal Layout

The internal road would not be suitable for adoption by LCC as it fails to meet standards for access and turning facilities.

Parking provision: Preston City Council's parking standards suggest 1 space per 21sqm for the non-food retail element (i.e. 29 spaces for 606 sqm); 1 space per 32sqm for the Office (i.e. 19 spaces for 610sqm); and 1 space per 3 beds for the retirement apartments (i.e. 20 spaces for 26 2-bed and 9 1-bed). This would suggest a total of 68 spaces.

The proposed site plan shown a total of 53 car parking spaces (including 4 mobility spaces) are proposed for the development which will be on a shared basis between the site uses. The TA states that this level of parking should be adequate on the basis that *'the site is located within very close proximity to bus stops, cycle routes and residential areas and the peaks of demand for the 3 uses are unlikely to coincide, it is considered that the proposed parking provision will be sufficient to meet the likely demand.'* I acknowledge that the site is located within very close proximity to bus stops, cycle routes and within walking distance of residential areas that would reduce the need for parking, and given the down grading of Garstang Road it is unlikely that on-street parking in the vicinity will have a severe impact, but as this is your council's parking standard I leave this decision to your committee. As stated above the proposed retirement apartments should not have allocated parking, this is to maximise use of all spaces for shared site use.

Conditions

As stated there are no highway objections to the application and if your council are minded to approve the application I ask that the following conditions and notes are subject to any permission.

- 1) No part of the development shall be occupied until all the highway works within the adopted highway have been constructed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. 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 and to enable development traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
- 2) The area between the existing public footway and the new building line shall be constructed in accordance with the Lancashire County Council Specification before the development is first occupied. In the interest of highway pedestrian safety and to secure adequate vision from and off the new vehicular access.
- 3) The new access between the site and Woodplumpton Lane shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site. Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
- 4) The existing vehicular access from Woodplumpton Lane shall be physically and permanently closed and the existing footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads (concurrent with the formation of the new access). Reason: To limit the number of access points to, and to maintain the proper construction of the highway.
- 5) For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.

The following informative notes should be added to any approval granted:

- a) 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. The applicant should be advised to contact Highways Development Support at Cuerden Mill Depot, Cuerden Way, Bamber Bridge, Preston PR5 6BJ in the first instance to ascertain the details of such an agreement and the information to be provided.
- b) The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the expense of the client/developer.
- c) This consent does not give approval to a connection being made to the County Council's highway drainage system.

Regards
Dave

David Allen
Team Lead Preston, South Ribble and West Lancashire
Highways Development Support
Community Services
Lancashire County Council
Tel: (01772) 533855
www.lancashire.gov.uk

This e-mail contains information intended for the addressee only.

It may be confidential and may be the subject of legal and/or professional privilege.

If you are not the addressee you are not authorised to disseminate, distribute, copy or use this e-mail or any attachment to it.

The content may be personal or contain personal opinions and unless specifically stated or followed up in writing, the content cannot be taken to form a contract or to be an expression of the County Council's position.

Lancashire County Council reserves the right to monitor all incoming and outgoing email.

Lancashire County Council has taken reasonable steps to ensure that outgoing communications do not contain malicious software and it is your responsibility to carry out any checks on this email before accepting the email and opening attachments.