

Jane Tucker

From: John Macholc
Sent: 26 November 2012 09:41
To: Jane Tucker
Subject: FW: Consultation on planning application 3/2012/0964 land north of Whalley Road, Hurst Green
 I may have already sent this one

From: Hornby, Mark [mailto:Mark.Hornby@lancashire.gov.uk]
Sent: 23 November 2012 12:11
To: John Macholc
Cc: ENV EPP Customer Service Area East
Subject: Consultation on planning application 3/2012/0964 land north of Whalley Road, Hurst Green

John

The proposed new access road off the north side of the B6243 Whalley Road is located approximately 10m east of centre of the existing car park. This potentially affords visibility splays comfortably in excess of what is required by the relevant guidelines. The likely traffic generated by the residential properties and replacement school car park would be well within the capacity of a simple priority junction and would not cause any capacity issues on the immediate highway network. Although vehicle speeds past the access point are currently higher than desirable for a 30mph speed limit the road is shortly to benefit from the introduction of a School 20mph variable speed limit which, combined with the presence of the proposed new junction, would have a slowing effect on through traffic. I am therefore generally satisfied that suitable highway arrangements can be made for a development of this type and scale and therefore have no objection in principle to the proposal, subject to a number of amendments and conditions.

I would not support the introduction of a raised junction table at the new junction on Whalley Road and would prefer some kind of coloured surface treatment to highlight the presence of the junction to approaching traffic.

The proposed footway on the Whalley Road frontage of the site to the west of the new access road past the 'drop off' lay-by is too narrow as shown on the submitted plans. A 2m wide footway should be provided along Whalley Road between the proposed access road and the existing footway outside no.14 Warren Fold.

The internal junction immediately to the north of the access point is a triangular arrangement, however it is not clear from the submitted plans whether the central triangle area is a kerbed island or a contrasting surface treatment. I feel that neither would be appropriate in this instance as they could lead to vehicle conflict – the junction area would be better distinguished in its entirety by a single coloured or textured surface with no clear priority to reinforce the need for driver caution on a layout that is largely 'shared surface'.

The road layout proposed within the site would be suitable for a 20mph speed limit in accordance with LCC policy for residential areas.

A kerbed footway is provided on both sides of the access road as far as the first internal junction and school car park, with a single footway around the west of the site and shared use surface for the remainder which is suitable for the scale of the development and road layout proposed.

26/11/2012

The levels of off-street parking proposed within the site are appropriate to the mix of properties proposed and consistent with our policy on parking provision. It is assumed that plots 29 and 30 share the double garage and driveways immediately adjacent to plot 29.

The proposed school car park is a straight like for like replacement of the existing one and has a direct footway access to the existing off-road path up to the school. The proposed replacement school car park should be laid out and available for use before the existing car park is removed. Access could be maintained in the interim via the eastern of the two existing car park access points.

It is assumed that at least some of the highway infrastructure within the development site is proposed to be adopted by the Highway Authority, in which case an agreement under Section 38 of the Highways Act will be required between the developer and Lancashire County Council.

I would recommend the following conditions be added to any consent granted:

1. No part of the development shall commence until a scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: To satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable before work commences on site.
2. There shall not at any time in connection with the development be erected or planted or allowed to remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4 metres measured along the centreline of the proposed access road from the nearer edge of the carriageway of the B6243 Whalley Road to points measured 70 metres in each direction along the nearer edge of the carriageway of the B6243 Whalley Road, and shall be constructed and maintained at footway/verge level in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority. Reason: To ensure adequate visibility at the site access.
3. The proposed access road shall be constructed to a minimum width of 5.5 metres with continuous 2 metre wide footway provision on both sides from the B6243 Whalley Road into the site for a minimum length of 10 metres. Reason: To enable vehicles and pedestrians to enter and leave the site in a safe manner.
4. The new estate road/access between the site and the B6243 Whalley Road 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, with the exception of the replacement school car park. Reason: To ensure that satisfactory access is provided to the site.

I would add the following note to any consent granted:

Note: This consent requires the improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 the 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 and therefore before any access works can start you must contact Lancashire County Council for further information.

If you or the developer wish to discuss any of the above than please contact me, details below.

Regards

Mark Hornby BEng MSc MCIHT
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From: Jane Tucker [<mailto:Jane.Tucker@ribblevalley.gov.uk>]
Sent: 30 October 2012 14:52
To: ENV EPP Customer Service Area East
Subject: Consultation on planning application 3/2012/0964 land north of Whalley Road, Hurst Green

Please can we have your comments on the above planning application? It is for the erection of thirty dwelling houses, creation of a new access onto Whalley Road, new estate road, landscape, servicing, a replacement school car park, pick-up and drop-off provision, and public open space, along with demolition of the existing agricultural building.

I have attached the formal consultation letter and here is a link to view the application on our website
<http://www.ribblevalley.gov.uk/planningApplication?appNumber=3%2F2012%2F0964&submit=Go>

<<12 0964 consult highways.pdf>>

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