

Sarah Westwood

From: Bloomer, David [David.Bloomer@lancashire.gov.uk]
Sent: 06 May 2014 15:03
To: Sarah Westwood
Cc: ENV LHS Customer Service
Subject: app3/2014/0183 Malt Kiln Brow, Chipping.

Morning Sarah,

This application has been the subject of pre application discussions and generally, with the exception of the relocated cricket field, the proposals are acceptable in general terms. The traffic generation and distribution figures are acceptable and do not suggest any highway capacity concerns.

Since the proposal deals with various areas in Chipping I shall provide comments on each individual element, followed by the development as a whole and finally a section on planning conditions.

1 Residential development on the cricket ground off Fish House Lane. This site has a single proposed vehicle and pedestrian access point onto Fish House Lane. The boundary of the site fronting Fish House Lane has a high hedge atop a high bank. This would raise a number of issues related to visibility splays and the gradient of the internal access road. It will therefore be necessary to submit detailed plans of the access for approval showing the works necessary. In respect of pedestrian access the exit on to Fish House Lane is within the derestricted speed limit section with no provision for pedestrians . The approved site access scheme should therefore include details of pedestrian improvements to Fish House Lane to link to the footway that will be required along the frontage to the trail head car park access. It would also be prudent at this stage to mention that the County Council would seek to extend the existing 30mph speed limit and street lighting and replace the street lighting on Church Raike and Malt Kiln Brow to heritage standard similar to the existing provision.

As mentioned previously there is only one pedestrian access shown to this large residential development, it would be advantageous to consider an additional route in addition to that via Fish House Lane and there would appear to be options to link into Kirkfield and the path that runs along the north side of this estate.. This possibility should be actively explored by the applicant.

2 Small housing development off Malt Kiln Brow (5 units). It is envisaged that the access to this development will remain unadopted , however I will be requesting the submission a more detailed plan for the site access proposals.

3 Kirk Mills, it is understood that the hotel at this location will operate a valet parking system, however it is not clear where the guests cars will be taken to and by which route. As with the previous elements of the development I would need to see a scheme showing the proposed amendments to the mill forecourt, also the swept path analysis submitted only indicates an analysis for a large car, no details are given of the requirements for deliveries, refuse collection etc..

4 The Barn, Child Centre, Hotel/Spa complex and Wedding Venue. It is unclear from the plans submitted whether or not the these elements benefit from their own parking provision. If they do then the layout proposed should be shown including secure covered parking for cycles/motor cycles and mobility standard spaces at a ratio of 1:10. Safe pedestrian routes will be required within this complex to permit the safe moment of pedestrians between the various elements of the complex.

There are 2 existing vehicular access routes into these facilities off Malt Kiln Brow in

addition to the proposed access to the Trail Head Centre off Church Raike, unfortunately it is unclear if these 2 existing access points are to be retained or closed to vehicular traffic. If it is the intention to close them this should be enforced by an appropriate planning condition and details submitted for approval showing how this is to be effected.

5 Trail Head and Car Park, the proposed site access will need to be submitted in more detail to ensure that the works proposed re. visibility and gradients are achievable. A footway should also be provided along the frontage onto Church Raike to maintain visibility splays and provide for pedestrians. This should link to the pedestrian route to the residential development on the cricket field as mentioned in 1 above and link to the recently completed housing on Church Raike. Details will also be required showing how the various car parks will be managed to prevent unauthorised occupation/ inappropriate after hours use.

In the pre application discussions I recall that it was suggested linking the car park to Talbot Street via the Talbot Hotel. Is this to be pursued and if so details will need to be submitted.

6 New Cricket Ground, whilst I would have no concerns with the proposed location of the new ground the proposed access to the car park is a cause of some concern. The visibility to the right on exit is substandard and virtually nonexistent due to a large tree and the adjacent property boundary. As such it is a safety issue both for emerging vehicles and also vehicles wishing to turn left into the site. This is not assisted by the fact that the narrow bridge is also carries a public right of way. As it stands the access is not acceptable, however there is the option to relocate the access further south which would provide improved sight lines and remove the conflict with users of the public footpath. This option should be actively explored and plans submitted for approval

A development of this scale in a would inevitably lead to some inconvenience to the residents and visitors to the village during the construction phase. It would be beneficial if the developer could provide details of the phasing of the works prior to any works commencing also a close liaison with the Parish Council would be needed to air any ongoing concerns that may arise.

Bearing in mind the above comments relating to the various elements of the proposals, if your council is minded to approve the application I would request that the following conditions be attached to any permission that may be granted.

1 In respect of the residential developments off Fish House Lane and Malt Kiln Brow and the proposed access to the Trailhead car park, no part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Reason, in order to satisfy the planning and highway authorities that the final details of the works are acceptable before any work commences on site

2 No part of the development hereby approved shall be occupied or open for trading until the approved schemes referred to in Condition 1 above have been completed in accordance with the scheme details. Reason In order that the traffic generated by the development does not lead to unsatisfactory highway conditions in advance of the completion of the approved scheme.

3 If, in respect of the hotel /spa complex site the existing vehicular access points are redundant then the following Condition would apply,

The existing access points on the easterly side of Malt Kiln Brow shall be physically and permanently closed to vehicular traffic in accordance with a scheme to be agreed by

the Highway authority. Reason to limit the number of access points on the public highway. For the avoidance of doubt, the access points referred to are as follows

Malt Kiln Brow , easterly side opposite Malt Kiln House and adjacent to Grove House.

4 The new estate road/access roads to be constructed to the various elements of the proposals shall be constructed in accordance with the Lancashire County Council Specification for the Construction of Estate roads to at least basecourse level before any development takes place within the sites. Reason to ensure satisfactory access is provided to the sites before the development hereby permitted become operative.

5 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 adhered to throughout the demolition /construction periods. It shall provide for:

- a) The parking of vehicles of site operatives and visitors
- b) The loading and unloading of plant and materials
- c) The storage of plant and materials used in the construction of the development
- d) The erection and maintenance of security hoarding
- e) Wheel washing facilities for all elements of the development where appropriate
- f) Details of working hours (deliveries to be scheduled out of the morning /evening peaks and school arrival and departure times (excluding school holidays)

In light of the above comments it may be worthwhile having a further meeting with the applicants to discuss the nature of the works /amendments required

Dave Bloomer
Developer Support
Lancashire County Council

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