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Your ref  
Our ref TL /3/2014/0300  
Date 29<sup>th</sup> May 2014

Dear Sirs

**Planning application no: 3/2014/0300.**

**Proposal:** Outline Application with some matters reserved for proposed construction of 28 no. residential properties.

**Location:** Land off Mill Lane Gisburn BB7 4LN

I have asked for improvements to the local highway network and to the proposed layout of the development. I would have an objection to this development if these improvements are not carried out.

**Local highway network**

The proposed one way working along Mill Lane is not favoured and should be deleted from the highway improvements.

The proposed extension of the 30mph speed limit along Mill Lane is accepted. The 30mph speed limit should extend passed the access to the holiday park. The developer should be asked to pay for the necessary TRO and physical works.

There is some risk driving out of Mill Lane because the visibility to the left is sub-standard, being approximately 2.4m by less than 20m. Mill Lane at this junction is fairly wide, about 13m wide. The traffic lane in Mill Lane approaching A59 is of the order of 3.5m wide, meaning that there is about 10m for traffic turning off A59 into Mill Lane. The developer has proposed extensive hatching in Mill Lane at this junction. However, there would be some advantage in moving the south-bound traffic lane in Mill Lane to the west as far as possible as this would then improve visibility to the left at the junction with A59. I would ask the developer to provide a sketch design for this alteration for my consideration, showing what improvements to the visibility may be possible and showing that sufficient space will remain for trucks turning left off A59.

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**Steve Browne • Interim Executive Director for the Environment**

Developer Support • Whalley Depot • Riddings Lane • Whalley • BB7 9RW



The street lighting should be extended along Mill Lane to the holiday park access.

### **Pedestrian facilities**

The developer suggests that there is a pedestrian route within Gisburn Park that could be used by the general public. However, there are signs at the beginning of this path restricting the use of the path and noting that trespassers will be prosecuted. In addition the gate in the boundary wall, to give access from Mill Lane to the path, has been removed and the access shown on the layout drawing along the development site frontage is no longer available. The gate near to Station House is still there; but it is chained and locked.

The path within Gisburn Park is private, and even if it was available now for use by the general public, there would be no guarantee that this facility would be available in the future. Consequently pedestrian access to the site must be along the public highway.

A footway should be provided along the south side of Mill Lane along the site road frontage. This should be constructed up to the boundary with No 3 Smithy Cottages. From this point towards the east, a footway should be provided within the highway on the northern side of the carriageway. The footways on the north and south side of the carriageway should overlap to provide an opportunity for pedestrians to cross the carriageway. The location of the overlap should be checked for visibility along the highway to provide sufficient forward visibility for traffic on Mill Lane and also to provide visibility along the highway for pedestrians wanting to cross the road.

The Mill Lane carriageway should be a minimum of 5.5m and the footway, on one side of the carriageway only, should be between 1.2 and 2m wide, depending on the overall width of the highway. This footway should extend on the north and east side of the carriageway to the existing footway in Mill Lane near to A59 junction.

The proposed one way working proposed along Mill Lane is not favoured and should be deleted from the highway improvements. This will not be necessary if the suggestions set out above are used.

### **Sustainable development.**

The site of this development suffers from poor accessibility. The nearest bus stops are approximately 650m distant. There doesn't appear to be a shop in Gisburn providing everyday victuals, the post office now operates a day and a half per week, there appears to be no GP surgery, no bank or library and the last pub (White Bull) has closed down. On this basis I should recommend refusal of this application. However, the comments concerning accessibility could be made for most development sites in Gisburn, and this would effectively place an embargo on development in Gisburn in the future. Development of commercial and community establishments would be required to improve the accessibility score and this is unlikely to occur without an increase in the size of Gisburn. Nevertheless, the developer should take note of this and suggest how the accessibility of the site may be improved.

The poor accessibility is also reflected in the distance to walk to the only primary school in the village, which is about 650m away (measured along practical and safe pedestrian routes – not 'as the crow flies'). This will result in most people from this proposed development driving to the school, particularly in winter, resulting in more vehicular traffic driving through the junctions: Mill Lane / A59 and Burnley Road / A59. The developer

should comment on the capacity of these junctions and the also on the capacity of the existing parking arrangements to drop off children near the school.

### **Internal layout.**

It is not clear whether all the estate roads shown on the layout drawing will be adopted. If all the estate roads are to be adopted, the layout is acceptable. If some of the estate roads are not to be adopted, then a turning head will be required at the end of the adopted estate road.

All estate roads should nevertheless be designed and constructed to adoptable standards.

If no footway is to be provided along parts of the adopted estate road, then a service strip 2m wide will be required. Parking spaces should not encroach over a service strip.

Car parking should be provided within the curtilage of each dwelling at the rate of 2 parking spaces for two and three bedroom dwellings and 3 parking spaces for dwellings with four or more bedrooms. Garages should be a minimum of 3m by 6m. If secure under cover storage for at least two bicycles is provided elsewhere within the curtilage of a dwelling, then a smaller garage would be acceptable.

### **S278 Agreement.**

The following highway works should be the subject of a S278 agreement.

- Improvements to the Mill Lane A59 junction.
- Extension of street lighting in Mill Lane.
- Construction of footway, adjustments to the carriageway width along Mill Lane and lining of carriageway.
- Extension of the 30mph speed limit along Mill Lane.

### **Conditions**

Please add the following conditions to any planning consent you may decide to grant.

#### **Condition 1.**

The new estate 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 other construction work takes place within the site. Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

#### **Condition 2.**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted 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 2.4m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Mill Lane to points measured 43m in each direction along the nearer edge of the carriageway of Mill Lane, from the centre line of the access, 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 street junction or site access.

Please note this condition is dependent on the extension of the 30mph speed limit.

Condition 3.

Before the construction work commences facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site. Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

Condition 4.

The existing access on to Mill Lane shall be physically and permanently closed and the existing verge 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.

Condition 5.

No part of the development shall be commenced until all the highway works to facilitate construction traffic access have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

Condition 6.

No part of the development hereby approved shall be occupied or opened for trading until all the off-site highway works have been constructed in accordance with a scheme which shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. 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.

Note.

This consent requires the construction, 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 Customer Services at [highways@lancashire.gov.uk](mailto:highways@lancashire.gov.uk) and on 0300 1236780 and quote the planning application number.

Yours faithfully,

**Trevor Lewis**  
**Traffic and Development Engineer.**