

## Sharon Craig

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**From:** Bloomer, David <David.Bloomer@lancashire.gov.uk>  
**Sent:** 23 October 2015 13:19  
**To:** Adrian Dowd  
**Cc:** LHS Customer Service; planning  
**Subject:** app3/2015/0766 Kirk Mills

Afternoon Adrian

This application has been subject to pre application in advance of the previous submission and also discussions with the developer and planning officer following the submission of application 2014/0183. In many respects the current application is very similar to the previous with the observed differences being the omission of the Cycle Trailhead and a reduction in the number of residential units proposed and in this respect the development can be expected to result in less traffic generation. Save for a few issues mentioned below which require further clarification I would not be raising any objection to the proposal on highway grounds.

The issues arising from the revised TA that require further clarification are as follows

- 1 Sections 3.2.5 and 3.2.6 refer to the provision of a gateway feature and shared space environment. The measures would be welcomed , however I would expect that the applicant should be providing a draft scheme showing such proposal so that their integration into the development can be fully considered. Given the nature of the local environment the design and materials will require careful consideration.
- 2 Section 3.2.13 mentions that the larger residential site off Church Raike would have visibility splays of 2.4 x 43 metres. Currently the road is subject to the national speed limit ( 60mph). In my comments on the previous application I suggested the need for an extension of the existing 30mph limit and street lighting. Neither of these issues appear to have been incorporated into the latest TA.  
Also with the previous application I repeatedly requested details of the how the proposed sightlines would be achieved. This information is essential to assess the suitability of the site access and whether or not the creation of the access would have unforeseen consequences, retaining walls, archaeology ecology.
- 3 Section 3.3.4 The existing access points off Malt Kiln Lane cannot be considered a more suitable access into the site if avoiding the gradient on the proposed car park access as there are no footways on Malt Kiln Lane. If the gradients on the new access are considered too severe then the applicant should suggest/provide a safe alternative.
- 4 Section 3.3.6 , the link to Kirklands estate is a necessary element of the larger residential development as it provides a safe pedestrian route to the village centre/bus stop. I would need to be satisfied that this route is deliverable otherwise an alternative footway provision would be sought.
- 5 Section 3.4.12, whilst the calculation for the parking provision for the cricket ground is based on LCC's Parking Standards the parking provision would appear to be a little light with limited offsite parking options. I would therefore prefer to see the parking provision informed by the demand created by the existing cricket ground.
- 6 Section 3.4.14 mentions the possibility of coaches bringing guests to the wedding venue. As this is a likely scenario , provision should be made for coaches to enter and leave the car park in forward gear and for coach parking to be provided on site.

7 Section 3.4.16 mentions the use of the car park for tourist parking, if this is the case then the applicant should provide a car park management plan detailing the conditions of use, parking charges etc. Its use for public parking will have implications on the existing P&D car park in the village.

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

Subject to the above comments being resolved satisfactorily if your Council is minded to approve this application then I would respectfully 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 access to the wedding venue 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 scheme 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 /wedding venue sites, the existing vehicular 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 onto the public highway.

4 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 ( deliveries to be scheduled outside the morning and evening peaks and school arrival and departure times)

4 The new estate road/access between the site and the public highway 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.

**Dave Bloomer**  
**Highways Development Control**  
**Lancashire County Council**

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