

## Nicola Gunn

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**From:** planning  
**Subject:** FW: app3/2017/0317 Land to south Blackburn Road

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**From:** Bloomer, David [<mailto:David.Bloomer@lancashire.gov.uk>]  
**Sent:** 30 May 2017 14:21  
**To:** Adam Birkett  
**Cc:** LHS Customer Service; planning  
**Subject:** app3/2017/0317 Land to south Blackburn Road

Morning Adam,

I am aware that an application was submitted in 2006 for a single industrial unit which was recommended for refusal on highway grounds. This application was subsequently refused. The years since this application has seen the publication of the NPPF in 2016 with the presumption in favour of developments except where the impact of the development can be regarded as severe. In respect of the current application all matters are reserved except for the site access and unfortunately this would not be acceptable for the following reasons

- The submitted plan shows there is an underground pipe crossing Blackburn Road at the proposed entrance with a 5 m easement either side. Unfortunately in the event of maintenance being required for this pipe it would effectively close the access into the estate which would not be acceptable.
- There is no speed data provided with the Transport Assessment so it is not possible to determine the appropriate visibility splays required, however due to the nature of the road and the type of development it would be appropriate to consider an increase in the x distance from 2.4 to 4.5m. A quick speed survey indicates traffic speeds to be in the region of high 30's to mid 40's, suggesting a minimum "y" distance of 120m. I would expect the applicant to undertake an automatic traffic count at this location to determine the appropriate visibility splays. Visibility splays should be measured to the nearside kerb line
- The junction geometry requires vehicles entering / exiting the site to cross the centreline on Blackburn Road which would be unacceptable.
- During the course of my site visit I observed an overtaking manoeuvre in the area along the site frontage ( eastbound direction). In view of the nature of the road , particularly in the eastbound direction I would consider this to be a frequent occurrence and one , should the development go ahead , would need to be prevented / discouraged.

With the above concerns, the access as proposed would not be acceptable and I would recommend that the application be refused.

As well as the issues with the site access, the submitted application does little more than advise on the sustainable links to the site with no suggested improvements. Public transport past the site is infrequent and does not offer a viable alternative travel option. The bus stops would need to be relocated and improved. For pedestrians there will inevitably be a need to cross Blackburn Road, no improvements have been suggested.

I would also be concerned about the safety record at the Blackburn Road/ Preston Road/ Lower Road junction ( adj Corporation Arms) There have been a number of recorded injury accidents at this junction which would need to be considered as it is anticipated that the development would increase the number of movements through this junction. Of particular concern would be the safety of cyclists.

Finally , the applicant has suggested that a link to Oakhill College could be considered. Whilst there would be merits in this suggestion, this would need to be explored further with the Principle of the school and the education department

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

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