

From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 14 September 2017 09:31
To: Adam Birkett
Cc: LHS Customer Service; planning
Subject: App/3/2017/ 0602 Land at Higher College Farm

Afternoon Adam,

The proposal is similar to a recent application on the adjacent site (17/0317) which has subsequently been approved . The previous application was for 10,090sqm whilst this application is for 3,068 sqm . As with the adjacent application, the proposal is for a mixed use site comprising a mixture of B1, B2 and B8 and on the basis of the size of the units shown on the indicative layout this would dissuade any large scale industrial /storage uses from prospective tenants.

The proposal is for outline planning permission with all matters reserved except for access. In this respect there are a number of issues which would need to be addressed before the proposals would be considered acceptable

1 The access proposed is 7m wide with a 7m radius. Dimensions of 7.3 and 10m respectively would be required.

2 A footway will be required along the easterly side of the proposed access road and this should be continued along the south side of Blackburn to the existing bus stop adjacent too to Woodville Cottages.

3 No swept path analysis has been undertaken for vehicles entering / leaving the site

Note:- it would be my intention at the conclusion of these comments to seek a planning condition (condition 3) which would require the submission of a detailed plan showing the formation of the site access for approval and I would consider that items 1 – 3 above would be incorporated within this design.

Offsite Highway Works - The inclusion of the pedestrian refuge to the west of the site entrance would be welcomed and I would anticipate that a localised carriageway widening would be required to achieve the necessary carriageway / refuge dimensions.

As with the adjacent application, a highway safety issue has been identified at the Corporation Arms junction and the applicant would be expected to propose a scheme at this junction to address these concerns.

Both of the above will be addressed by means of a suitably worded planning condition. All works within the adopted highway will be undertaken through a S278 agreement.

Trip Generation – The proposal is for a mixed use of B1, B2 and B8 (office, light industrial and storage and distribution. Although no TRICS analysis for the trip generation has been submitted , the following traffic generation figures have been submitted - 78 vehicle movements on / off the site per day . The validity of this information has been checked with TRICS and using The eland use gfa information submitted within the application form the flows were as follows
In the morning peak there would be 22 anticipated 2 way (in + out) at the site entrance and 15 movements in the afternoon peak. Taking the anticipated vehicle movements over the whole day the number of vehicle movements would be 126 (in + out). This is higher than the figures quoted within the transport statement , however unfortunately there is no available comparisons within the data base to make a direct comparison . The gfa used to calculate the above figures were significantly higher per unit (2149sqm) as opposed to the individual unit size of 288 - 360sqm.

The results , ignoring the above comparison , show that the traffic generated by the development is unlikely to result in any highway capacity or safety concerns

Access Sightlines. No justification has been provided for the adoption of 2.4 m 120m sightlines at the site entrance. The visibility stated is appropriate for a 40mph speed limit/ The site access is close the transition between 30mph and 60mph speed limits . The 30mph limit was recently extended as a condition of the nearby Taylor Wimpey residential development. would therefore need to see some justification (speed survey) that these visibility splays are appropriate for the prevailing vehicle speeds. However in view of the nature of the road environment changing in this area as a result of the 0317 application and this on , it would be appropriate to consider the imposition of an additional 40mph speed limit extension to the existing 30mph limit in an easterly direction beyond the Corporation Arms

Pedestrian Access – Currently there is a continuous footway along the northerly side of Blackburn Road with a wide grass verge on the southerly side. The proposal put forward by the applicant is to create a footway to the west between the site entrance and the proposed pedestrian refuge. It addition to this it will also be necessary to create a continuous footway link between the site and the west bound bus stop at Woodville Cottages. I am aware that this is a requirement of the 0317 application but this application, if approved may be implemented before the 0317 application.

The submitted application shows an indicative site layout, whilst consideration of this would be advisory at this stage , I would have the following comments

- 1 The parking layout shown does not provide for deliveries etc.
- 2 The existing building to be converted to office appears to have 2 possible access points. This would require further clarification.

There are a number of issues raised in the above comments which would require further work however I feel that they can be addressed by means of planning conditions and therefore subject to the following conditions and notes being attached to any permission that may be granted I would raise no objection to the proposal on highway grounds

1. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users.
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 over 1m above road level. 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 Blackburn Road to points measured 120m in each direction along the nearer edge of the carriageway of Blackburn Road, from the centre line of the access, and shall be 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.

3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site. For the avoidance of doubt the anticipated highway works shall include;-
 - Provision of pedestrian refuge and localised carriageway widening
 - Signing and lining
 - Junction realignment at the Blackburn Road, Lower Lane, Preston Road junction
 - Provision of a footway on the south side of Blackburn Road from the proposed pedestrian refuge to Woodville cottages
 - Advertising and implementation of a 40mph speed limit on Blackburn Road from the current 30mph terminal point in an easterly direction
4. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 3** has been constructed and completed in accordance with the scheme details. 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.
5. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
6. The car park shall be surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative. Reason: To allow for the effective use of the parking areas.
7. The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative. Reason: To allow for the effective use of the parking areas.
8. The motorbike facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the motorbike facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative. Reason: To allow for the effective use of the parking areas.
9. The new estate road/access between the site and Blackburn 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. Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
10. 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
- ❖ Details of working hours
- ❖ HGV delivery times and routeing to / from the site
- ❖ Contact details for the site manager

Note.

1. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the contact the Environment Directorate for further information by telephoning the Developer Support Section on 0300 123 6780, or email lhscustomerservice@lancashire.gov.uk _
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Dave Bloomer
Highways Development Control
Lancashire County Council

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