

Nicola Gunn

From: Nolan, Chris <Chris.Nolan@lancashire.gov.uk>
Sent: 17 January 2018 11:16
To: John Macholc; planning
Cc: LHS Customer Service
Subject: D3.2017.1214 - The Moorcock Inn Slaidburn Road Waddington

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Hi John

Planning Application No: 3/2017/1214
Grid Ref: 371966 446630
Proposal: Resubmission of planning application 3/2017/0674 for four dwellings including associated infrastructure, parking and access.
Location: The Moorcock Inn Slaidburn Road Waddington BB7 3AA

With regard to the above planning application. This is a resubmission of application 3/2017/0674 with different sized properties on revised plots but these two factors do not affect the previous highway matters. For that reason I feel that the comments that were submitted by my colleague Mr Bloomer are still correct and I have included these in their entirety in this response.

The Highway Development Control Section does not have any objections regarding the proposed demolition of The Moorcock Inn and erection of four dwellings and are of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity in the immediate vicinity of the site.

Based on the car parking recommendations in the Joint Lancashire Structure Plan and the Ribble Valley Parking Standards, the Highway Development Control Section is of the opinion that the applicant has provided adequate off road parking provision for this type and size of development.

The access road to the site is a private road and is not subject to any future adoption agreement. The applicant should check with their solicitor that they have rights over this road to access the site.

From or mapping system "Mapzone", the proposed development does not affect any public rights of way.

The sight lines of 2.0 x 17m to be provided in both directions from the centre of each drive onto the private access road. The site line requirement is based on table 7.1 from Manual for Streets and an estimated wet road 85th percentile speed of 15mph.

The applicant should provide accurate details of the required sight line requirement, before determining the application, ensuring the entire sight line requirement is fully over land within the applicants control and to fully show all works which would be required to provide the sight lines. The sight line splays will require walls, fences, trees, hedges, shrubs, ground growth, structures etc. to have a maximum height of 1.0m above the height at the centre line of the adjacent carriageway.

The Highway Development Control Section recommends the following conditions as part of the formal planning decision: -

1. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the back edge of the verge. The gates shall open away from the highway. Reason: To permit vehicles to pull clear of the carriageway when entering and exiting the site.
2. 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, for residents and construction vehicles.
3. The car parking and manoeuvring scheme to be marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas.

Regards
Chris.

Chris Nolan
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