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Sent: 05 February 2018 11:12
To: Robert Major; planning
Cc: LHS Customer Service
Subject: D3.2018.0005 - Fooden Old Hall Fooden Lane Bolton by Bowland Clitheroe

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Hi Robert

Planning Application No: 3/2018/0005

Grid Ref: 379971 449000

Proposal: Conversion of barn 1 to a dwelling. Construction of new garage. Conversion of Barn 2 to four dwellings and construction of parking spaces.

Location: Fooden Old Hall Fooden Lane Bolton by Bowland Clitheroe

With Regard to the application to convert two barns to five dwellings. Whereas I would not have any objections to the plans for the buildings as the proposed parking is adequate to serve the dwellings that would result in the changes, I do have very serious concerns with regard to the access to the site from the C593 Gisburn Road.

The access point is an established entrance to the highway but this development will result in a significant increase in the number of vehicles making turns in and out. Whilst undertaking my site check I noted that the sightlines to the northeast were very good as the road is straight and the requisite 209m is available. Looking southwest from a point 2.4 back from the edge of the highway the I noted that there is very little view of the road with regard to approaching traffic. At the same time I also noted a Land Rover travelling northeast at a speed that would have caused a difficulty for any vehicle that may have been trying to leave Fooden Lane. As this is the situation I would have to object to the proposed development on highway safety grounds. Before I could agree that the site entrance was safe I would require the developer to provide information that will satisfy me that the sight lines were sufficient to allow safe access and egress.

C593 Gisburn Road is, at the point of this access, a derestricted roadmpresently subject to a 60mph speed limit. Where an access point is serving the proposed number of dwellings I would be looking for drivers to be able to have a clear view of the road, in both directions, for a minimum of 209m whilst waiting to join the adopted highway. When waiting to join the highway it is presumed that the diver will be sat in a car at a point that is 2.4m back from the edge of the highway.

To be able to attain the requisite sight lines I would consider that the developer would need to limit vegetation, hedges, walls and other obstructions to a height of less than 1m on the south side of Gisburn Road from its junction with Fooden Lane in a westerly direction for a distance of 136m.

If the developer is able to provide information indicating safe sightlines then I would be able to look at the application again. In such a situation I would be looking for the following standard conditions to be attached to any permissions that your council is mined to grant. Further conditions may be required depending on how present difficulties with necessary sightlines are to be addressed.

Conditions.

1. All new dwellings shall have facility of an electrical supply suitable for charging an electric motor vehicle. Reason: - in order to promote sustainable transport as a travel option and reduce thereby carbon emissions.
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.
3. Before any of the new dwellings are occupied, that part of Fooden Lane extending from the highway boundary for a minimum distance of 5m into Fooden Lane shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.

Regards
Chris.

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