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Sent: 23 July 2018 13:36
To: John Macholc
Cc: LHS Customer Service; planning
Subject: app3/2018/0236 Former Golf Driving Range, Lincoln Way

Follow Up Flag: Follow up
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Categories: Yellow Category

Afternoon John,

The above proposal is for the provision of a range of small industrial units on the site of a former golf driving range. The site has been subject of a previous application for a similar use . The previous application was for 10,486 sq m of office / B1 industrial floor space whilst the current application is for 4688 sq m.

Due to the similarities between these 2 applications certain element contained within the previous highway response would still have some relevance to the current application and I would draw your attention to my previous comments and in particular the required off site highway works , namely the provision of waiting restrictions at the Lincoln Way / Crabtree Lane junction and upgrading of the surfacing of public rights of way numbered FP3-1-6a (tarmac surfacing) and FP3-1-16 to a cycle route status. These works to include the necessary administration, traffic regulation orders and street lighting where required.

Notwithstanding the previous comments there are a number of changes to the proposed site layout that require further clarification

- i. Building 2 , comprising units 13 – 17 , is shown outside the red edge but dedicated parking is not shown for this unit. I have therefore discounted the 22 parking spaces fronting this building from the overall parking provision.
- ii. Seventeen parking spaces are shown along the northern side of the access road past the Ultraframe unit. These would appear to be provided at the expense of a continuous pedestrian route. As above theses 17 spaces should be removed from the overall parking provision.
- iii. Bearing in mind the 2 issues above the parking provision at 83 spaces is less than that which would be expected – 104 spaces
- iv. The m/cycle and cycle parking facilities , whilst welcomed are too close to the carriageway to allow safe manoeuvring in / out of the spaces and should therefore be set further away from the carriageway

Subject to the above issues being resolved satisfactorily and the following conditions being attached to any permission that may be granted, I would raise no objection to the proposal on highway grounds

1. 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.

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. No part of the development shall be commenced until the visibility splays measuring 2.4 metres by 43 metres in both directions to be provided, measured along the centre line of the proposed car parking access as part of planning 3/2014/0948 application from the continuation of the nearer edge of the existing carriageway of Crabtree Lane, to the satisfaction of the Local Planning Authority. The land within these splays shall be maintained thereafter, free from obstructions such as walls, fences, trees, hedges, shrubs, ground growth or other structures within the splays in excess of 1.0 metre in height above the height at the centre line of the adjacent carriageway.
Reason: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Quality of Development Policy and Transport Policy in the Local Plan.
4. A car park and manoeuvring 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 and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas.
5. 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 and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.
6. 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 and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas.
7. 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 as part of a section 278 agreement, under the Highways Act 1980. Reasons: 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 and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
8. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in the condition above has been constructed and completed in accordance with the approved scheme details, without prior agreement from the Local Planning Authority. Reason: In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading.
9. Prior to the first use of the development hereby permitted, a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Highway Authority. The Business Travel Plan shall be implemented within the timescale set out in the approved plan and will be audited and updated at intervals not greater than 18 months to ensure that the approved Plan is carried out. Reason: To promote and provide access to sustainable transport options.
10. Prior to the start of the development, a joint survey shall be carried out between the developer and the planning authority (in conjunction with the highway authority) to determine the condition of at the crossroad junction with Crabtree Lane with Lincoln Way A similar survey shall be carried out within one months of the completion of the last unit, and the developer shall make good any damage to

Crabtree Lane with Lincoln Way to return it to the pre-construction situation. Reason; To maintain the construction of Crabtree Lane with Lincoln Way in the interest of highway safety.

11. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-
- The parking of vehicles of site operatives and visitors;
 - Loading and unloading of plant and materials used in the construction of the development;
 - Storage of such plant and materials;
 - Wheel washing facilities;
 - Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - Routes to be used by vehicles carrying plant and materials to and from the site;
 - Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
- Reason: to protect existing road users.

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