

Development Control
Ribbles Valley Borough Council

Phone:
Email:



Your ref: 22.0317
Our ref: D3.22.0317
Date: 16th May 2022

App no: 22.0317

Address: Land at Higher Standen Farm and Part Littlemoor Farm Clitheroe

Proposal: Reserved Matters application in respect of Phase 5 and 6 to include access, appearance, landscaping, layout and scale with respect to 300 dwellings following outline approval 3/2015/0895.

I have viewed the plans and Eddisons Transport Statement dated March 2022 and I have the following comments to make.

Construction traffic

Construction traffic should continue to use Pendle Road as the sole access for the construction of phases 5 and 6.

Access

Plots 69 and 70 are accessed via a private drive directly onto the spine road. This should be amended so that vehicle access to these plots is from the estate road. This is to minimise points of access onto the spine road.

Pedestrians crossing points

A number of uncontrolled pedestrian crossing points (dropped kerb/tactile paving) need to be provided to allow pedestrians to cross the spine road on the desire lines. These are most likely to be located close to the side road junctions and where public footpaths cross the spine road.

Trees should be removed from the visibility splays.

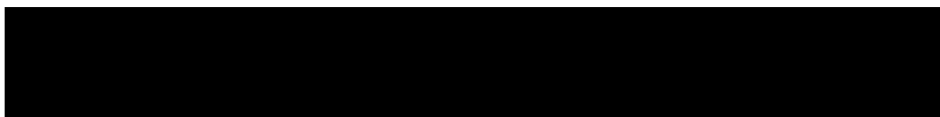
Pedestrian links

A link between plots 175 and 176 is requested to enhance connectivity.

FP14 crosses the spine road, please could further details be provided to show how the FP ties into the spine road and are any improvements to FP 14 proposed.

Traffic Calming

I note the inclusion of bus cushions on the spine road, which is considered necessary. Please amend the drawing to show the first set of cushions located



within 45m of Littlemoor Road and then spaced at 50-60m intervals. The cushions should not be located within the mouth of the junction.

Trees

There are a number of trees located in the visibility splays of the estate road junctions, private drive junctions, pedestrian crossing points and curves on the spine road, these need to be removed from the drawing. The speed limit on the spine road will be set at 20mph and visibility splays of X2.4m by Y25m should be provided.

Turning head

The turning head at plot number 10-12 needs extending to ensure the wheels of the refuse vehicle are contained within the carriageway of the turning head.

The turning head for plots 90-104 should be enlarged to allow the refuse vehicle to enter, turn and exit onto the spine road in forward gear. A swept path analysis should be included.

Littlemoor Road junction

An enlarged turning head needs to be provided close to the Little Moor Road junction to allow unauthorised vehicles (all vehicles other than emergency, buses and cycles) to turn and exit onto the spine road towards Pendle Road.

Additional signage is required on the approach to the turning head to alert drivers of unauthorised vehicles to turn around.

Refuse collection points

Plots 31, 37-40, 44-48, 59-63, 69-73, 90-98, 110-120 and 141-161, 173-178, 202-209, 220-225, 255-259, 278-282, 286-288, 297-298 will need to move their receptacles to the kerbside of the spine road on collection days. An area of hardstanding should be provided to prevent a large number of receptacles being stored on the footway at one location.

Parking

The car parking for plots 110-120, 211-218, 260-277 are remote from the plots within a communal car parking area. The plot spaces should be allocated and clearly marked on the ground with thermoplastic markings and with signage to ensure that they are available to the residents.

The communal car parking areas require a number of EV charging points, a 10% provision is recommended and a secure covered cycle store for at least 1 space per apartment.

Each dwelling should have a secure cycle store and an EV charge point.

Conclusion

Further information is requested before this application is supported.


Highway Development Control Engineer
Highways and Transport
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