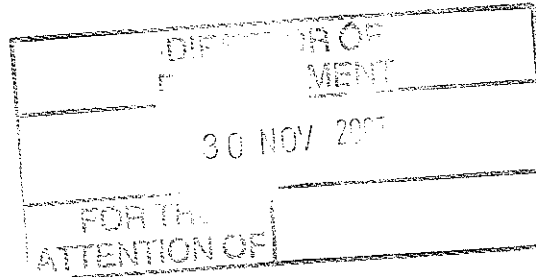


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Mr S Bailey
 Director of Development
 Ribble Valley Borough Council
 Council Offices
 Church Walk
 Clitheroe
 BB7 2RA

Your ref CONCS/3/2007/0964
 Our ref TS/D3/07/964/MRN (VF)
 Date 27 November 2007

FAO John Macholz



Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
 PROPOSED B1 OFFICE DEVELOPMENT (8746SQM) REVISION TO
 APPROVED MATTERS APPLICATION
 BARROW BROOK BUSINESS PARK BARROW
 FOR PAPIILLION PROPERTIES LTD**

I refer to your letter of 24 October 2007 concerning the above application.

As submitted I must recommend that the application be refused in the interests of highway safety.

1. All proposed highway works must be constructed in accordance with the LCC Specification for Estate Roads and be to full adoption standards with 2m wide footways along both sides of the road even if the developer intends the roads to be private.
2. Where shown on the scheme drawings, the footway is not always continuous and they can narrow significantly or are omitted, where the footway runs along the back of car parking spaces.
3. The developer should also be advised of the need to contact Alex Fogg of our Bridges Section on 01772-534624 for advice regarding adoption requirements of the structures over the watercourse and reservoir overflow to the south of the internal roundabout.

/Continued ...

Martin Nugent • Traffic & Development Engineer (East)
 Highways and Environmental Management
 PO Box 9 • Guild House • Cross Street • Preston • PR1 8RD



INVESTOR IN PEOPLE

4. I should be grateful if you would consult with the LCC Strategic Planning Group for advice regarding compliance with the LCC policy document on Planning Obligations and developer contributions. Further advice regarding any potential liability can be obtained from Adrian Smith on 01772-534160.
5. The application indicates that there should be 331 car parking spaces on site, of which 33 are designated mobility spaces. The site layout shows a total of 623 spaces.
6. There is inadequate information provided concerning the proposed phasing of the development. While Phase 1 is indicated for 8746sq.m, the extent and location of this phase is not made clear.
7. For the proposed B1 use, under Phase 1 the maximum car parking total would be 292 spaces and this would rise to a maximum of 374 following completion of Phase 2. The internal parking layout of 623 spaces will therefore require a comprehensive review.
8. In line with the re-assessment of car parking provision, cycle provision will have to be considered. The original application details indicate that cycle requirements will be provided in line with LCC guidelines. However, I will seek further detailed advice on this matter and on appropriate links with the Lancashire Cycleway from Alasdair Simpson, LCC Cycle Officer.
9. The open car parking layout produces parking islands surrounded by circulating traffic and this is clearly to the potential detriment of pedestrians. In addition, when moving from their vehicles to their destination, pedestrians will be passing through rows of parked vehicles. A series of clearly defined pedestrian routes should be introduced, providing a secure route to the main building entrances.

Yours faithfully



Martin Nugent
Traffic & Development Engineer (East)