

Jane Tucker

From: Peter Boyes [Peter.Boyes@hyndburnbc.gov.uk]
Sent: 17 August 2011 15:18
To: Colin Sharpe; planning
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Subject: 3/2011/0611/P Hill Top / Blue Trees Copster Green Salesbury

Unfortunately, Mr Matthew Robinson the clerk to Salesbury Parish Council is on holiday and I as chairman have been asked to collate comments regarding the above application from both local residents and Cllrs which I trust you will forward to the LCC Highways officer dealing with the case **prior to his response to RVBC** so that he is made aware of all concerns:

- The planned new access from the A59 falls almost exactly between two speed cameras, which would indicate a potential traffic black spot. Permitting this application will only serve to increase the risks to pedestrians and vehicle users along this stretch of road.
- There are other traffic calming measures which have been implemented within the immediate vicinity including central islands with illuminated bollards - indicating that this is both a fast and dangerous road.
- *These illuminated bollards are continually being damaged and require replacement a fact that appears to be unrecorded on LCC Mario records.* Presently there is a bollard that has been damaged and requires replacement. There is however a record of an accident nearby but again no records of near misses. The bollards also need to be included in a scheduled planned cleaning maintenance program to safeguard pedestrians.
- Please bear in mind that there are two bus stops in very close proximity within metres to the proposed access point, these bus stops and crossing points being used on a daily basis by school children. The proposals would represent a further significant safety hazard.
- There appears to be no requirement or need for a new access from this particular property or site other than to increase the development potential of the large garden area. There are already 3 access points from the site in the applicants ownership (pedestrian access to the A59 and two onto the bridleway accessed from Copster Green Common. All remaining nearby property access points are long established, at safe points and wide fields of vision. The proposed access is at an adverse camber in the road viewed towards Clitheroe.
- The proposals show that the existing 2.4m high hedge (approx.) will be reduced to 24" with a further 2m high fence being introduced to improve the sight line. Who will ensure that this will be maintained as hedges do tend to increase in height, density and width, therefore the maintenance of these proposals cannot be guaranteed. there is no certainty that even the level of visibility provided for in the application will in the longer term be met.
- The sight line length shown for a 40mph speed limit would appear to insufficient. The A59 is a heavily trafficked through route with a speed limit of 40mph (approx. 64kph) and the proposed access will be situated inside of, and towards the end of a bend in the carriageway. **The developer proposes a visibility splay of approx. 3m x 40m to the right when egressing from the access; no provision is made for visibility for the left.** I understand guidance for standards for visibility splays are set out in Dft Manual for Streets and in Design Manual for Roads & Bridges (DMRB). The manual for streets is in general applicable to the design of lightly trafficked residential roads (and in some cases high streets and lightly trafficked lanes in rural areas) so that in this case the guidance given in DMRB is more appropriate. Even so the guidance in

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Manual for Streets is that for a speed of 60KPH a visibility splay of 2.4m x 60m is appropriate.

Guidance given in DMRB suggest that a visibility splay of 2.4m x 90m should be sought.

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- There also appears to be no consideration with regards to the sight line looking towards Preston. What is to prevent the owner of Westholme placing a 2m high hedge or fence along the common boundary obstructing the visual field onto the highway. Therefore adequate sight lines looking towards either towards Clitheroe or Preston cannot be achieved.

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