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D3/11/0776

15 NOV 2011

Drafted 14 November 2011

Dear Sir

**Outline Planning Application, Ribble Valley District
3/11/0776 land at Whiteacre Lane, Barrow, Wiswell**

I refer to your letter of 10 October 2011 concerning the above application.

I have no objections in principle to this proposal on highway safety grounds. However, I do require further detail concerning some aspects of the proposed means of access to the site.

A total of nineteen car parking spaces are indicated for the proposed parking provisions for the seven dwellings; five for market sale and two affordable units. This is consistent with five 3-bed and two 2-bed units and represents a satisfactory level of provision.

For a relatively lightly trafficked road of this type with a 30mph Speed Limit in operation, I am satisfied that a new access point onto the highway should provide a 2.4 metre x 60 metre visibility splay in both directions, as recommended in Manual for Streets 2.

The Applicant has located the proposed new access towards the north west corner of the site and directly opposite the entrance to The Acres. While this has maximised the easterly sightline, it has resulted in the westerly visibility splay extending across land not shown to be within an area directly under the Applicant's control. I would welcome confirmation that the Applicant has a relevant third party agreement in place or can demonstrate that the land is otherwise available for inclusion in this visibility splay.

In terms of pedestrian access there is no footway shown to the west of the site. However, in creating the appropriate conditions to satisfy the 2.4m by 60m visibility splay, a substantial area of verge along the south side of Whiteacre Lane will have to be cleared and maintained at a suitable level. I would recommend that this provides an opportunity to introduce a footway, approximately 100m in length that would link with the existing pedestrian facilities that front properties from No.26 Whiteacre Lane.

I recognise that the layout of the access to the site has been designed to encourage low speeds of approach from Whiteacre Lane and within the limits of the development. However, in view of the very short lead in distance from Whiteacre Lane and the severity of the turn into the service road, I would recommend that the carriageway width be increased to 5.5m and that this is maintained for a minimum of 5m into the site. This will allow an emerging vehicle to be stationary at the junction, while another vehicle can manoeuvre into the site.

The Applicant has clearly identified that where it is proposed to alter the line of existing hedgerows these will be replaced to the back of the revised visibility splays.

In order to maintain and improve compliance with the existing 30mph Speed Limit on this length of Whiteacre Lane, gateway markings should be introduced at the transition point to the east of the site. These will consist of a series of red bar markings and a painted 30 roundel. I would have no objection if the precise location and design of this feature was to be agreed as one of the subsequent Reserved Matters.

Therefore, I would be grateful for further information concerning the following items:-

- 1 Confirmation that the Applicant has a relevant third party agreement in place or can demonstrate that the land to the west of the site that falls within the 2.4m by 60m visibility splay is otherwise available for inclusion.
- 2 The provision of a new length of footway, approximately 100m, linking the site with the existing pedestrian facilities that front properties from No.26 Whiteacre Lane.
- 3 Alterations to the design of the site access to provide for a minimum width of 5.5m for a minimum distance of 5m from the back of the edge of carriage before turning into the site.
- 4 The inclusion of gateway markings at the Speed Limit transition point to the east of the site.

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