

Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA

Martin Nugent
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D3/11/0837

Drafted 14 December 2011

Dear Sir

**Planning Application, Ribble Valley District
D3-11-0837 land off Pendle Drive, Calderstones Park, Whalley**

I refer to your letter of 24 October 2011 concerning the above Application.

I have no objections in principle to this proposal on highway grounds. However, there are a number of highway matters regarding aspects of the proposed development that could prove detrimental to residents and the operation of the local highway network. These matters should be resolved and formal agreements reached prior to permission being granted.

Parking Provisions

The application quotes a total of 107 car parking spaces for the 46 residential units, 13 of which are defined as affordable. This corresponds to the appropriate level of provision for the various house types and layout shown on plan.

Garaging

In relation to the garage provisions, details of their dimensions and layout are essential in order to ascertain if they can be used, in perpetuity, for the safe garaging of private vehicles. While the LCC standard dimension for a single garage is 3m by 6m, there is a degree of flexibility where the storage of materials, etc is not required.

On this basis, the dimensions provided for some of the garages are not acceptable. As a minimum, the 4-bed design for house types D1251 and 1159 are acceptable as they provide a 5m by 2.5m parking area. While this does not allow for the minimal storage of materials, it does allow access for the majority of family vehicles.

However, the 3-bed design for house type D914, the 4-bed design D1337 and the 5-bed double garage design for D1651 all fall below an acceptable threshold and would not safely accommodate a family car, or in the case of D1651, two family cars.

In determining a "family car" I have referred to models such as a Ford Mondeo Saloon, dimensions 4.84m by 2.08m, a BMW 5-series Saloon of 4.82m by 1.85m and a Renault Megane Saloon of 4.5m by 2.02m.

Therefore, the design of the garage provisions should be revised to insure that they can provide a safe and effective car parking space.

Furthermore, I would request that the following Condition should be attached to any future consent your Committee may provide in respect of this application;

- 1 In order to retain the use of this space for the garaging of a private vehicle, the future development of this amenity for residential space or for exclusively storage purposes is to be prohibited.

Highway Safety

There have been no reported collisions involving personal injury during the last five years, 30 June 2006 to 1 July 2011 on Pendle Drive or within 150m of the Pendle Drive junction with Mitton Road.

Access

The access road to the site extends north from Pendle Drive and will provide a consistent carriageway width of 5.5m, narrowing to 4.5m within the development. There is a continuous footway to the west side of the access road, with links available to other existing or proposed internal provisions. The footway shown has a width of 2.0m and this is acceptable for the anticipated footfall to the site.

The construction and design of the access road and other links will be conditioned to be consistent with the Lancashire County Council Specification for Construction of Estate Roads and the appropriate parameters set out in Manual for Streets 2.

The provision of street lighting in the approach road and within the site should be detailed in a separate drawing and discussed with my colleague Simon Hardie, Street Lighting Engineer for Ribble Valley, on 01282 475570.

I am not requesting any engineering improvements to the layout of the junction at Pendle Drive with Mitton Road or other measures to manage vehicle speeds on Mitton Road as these matters have previously been addressed.

Traffic Calming

The proposed site layout indicates plateau junction treatments at three locations within the site. There are no highway safety requirements that would warrant the introduction of traffic management measures with a vertical elevation within the site. In future discussions concerning the potential adoption of the site, a range of surface materials could be acceptable to provide visually distinctive surface treatments.

Speed Limits

The introduction of a 20mph Speed Limit across "Whalley North" is identified in Phase 3 of the proposed programme for Ribble Valley and is scheduled for completion by the end of 2013. The Calderstones Park area is included in these proposals. Accordingly, the design of the site layout will be consistent with the aims of Manual for Streets 2.

Planning Obligations

Should the Local Planning Authority be minded to approve this development, the County Council would seek planning obligation contributions from this development to fund measures that support sustainable transport. It is acknowledged that a number of measures provided under proposed s278 highway works support sustainable development. However, it is considered that further sustainable measures will be necessary to promote and support sustainable development, particularly in respect of public transport. Until agreement has been reached on all highway matters the Highways Authority is unable to provide full details on the request for planning obligations relating to highways and transport. The planning obligations are expected to cover:

- contribution for sustainable transport, walking, cycling and public transport, and

- request for contribution for advice and assistance with the Travel Plan.

A Highways contribution of £99,000 will be sought. This is based on 46 dwellings of varied room size, 33 for open sale and 13 affordable, with an approximated Accessibility score of 20, as follows:- 3 x 3-bed @ £1,800, 20 x 4-bed @ £2,400, 10 x 5-bed @ £3,000 and 13 @ £1,200 = £99,000.

Committed Development

There is a committed development opposite on Pendle Drive, with consent for 39 dwellings under 3/2008/0826.

PROW

There are no Public Rights of Way running within or alongside the site. However, reference is made to two links defined as "potential footpath link to open space". These routes and possible subsequent links to the recently upgraded pedestrian route along the disused rail line to the north.

Public Transport

The C25 service presently operates within Calderstones Park and there is a regular 5 service on Mitton Road. In addition, there are a number of school bus services operating in this vicinity

While the C25 service does meet the key requirement pertaining to the proximity of a stop being within 400m walking distance of a regular and frequent bus service, it is limited in terms of the access it provides to employment and civic amenities in the local area at anything other than peak travel times. As the layout of the site does not encourage the use of public transport, it will be increasingly reliant on the use of private transport, increasing traffic levels on local network

The more frequent services provided from Mitton Road fall outside the accepted 400m range, therefore, the provision of new stops to the north of Pendle Drive would be beneficial. The provision of new stops on Mitton Road would be subject to a suitable design being agreed, the intention would be to pursue stops to LCC Quality Bus Standards, including illuminated shelters to LCC specification, raised footway (160mm kerb height) and Bus Clearway Markings

I would initially estimate that the costs of this provision would be £20k per location plus a £2k commuted sum for future maintenance. I would require that acceptance to future maintenance of the shelters by the Borough Council is obtained as part of this process

In order to secure the necessary works highlighted above, it will be necessary for the applicant to enter into a formal Section 278 Agreement

Cycling

I have no request for specific cycle provisions from this development.

Traffic Regulation Orders

There are no TRO's being proposed as a part of this application

Standard Conditions

There are a number of Standard Conditions that will apply to this application:-

A. 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. This is 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.

B. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserved the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Executive Director at PO Box 9, Guild House, Cross Street, Preston PR1 8RD in the first instance to ascertain the details of such an agreement and the information to be provided.

C. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.

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