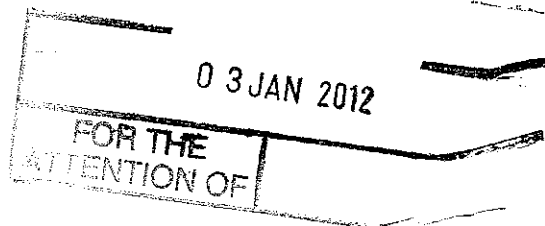


Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA

Martin Nugent
01254 828060
D3/11/0991



Drafted 28 December 2011

Dear Sir

**Planning Application, Ribble Valley District
3/11/0991 Hazelmere, Pimlico Road, Clitheroe**

I refer to your letter of 13 December 2011 concerning the above application.

I have no objection to the application in principle on highway safety grounds.

The proposal for three new residential units requires the creation of a new vehicular access on Pimlico Road. With the proposed location of the vehicular access I would welcome a clear indication on a suitable site plan that a minimum sightline of 40m by 2.4m can be secured. As there is already an indication that the boundary wall will be lowered to a maximum of 0.8m for a distance of 4.0m, this should be a formality. The present annotation on the site plan indicating the reduced height for the boundary wall appears to show the wall immediately to the back of the carriageway rather than to the back of the footway.

There is approximately 31m separation between the new access and Causeway Croft and this is adequate to insure that there is no direct interaction between their respective turning movements, in this instance.

The car parking provisions within the site, with 7 spaces for 3 residential units, and the manoeuvring space available are satisfactory to allow for the safe movement of vehicles to and from the site in a forward gear.

In order to maintain visibility at the access for passing traffic, emerging traffic and pedestrians, it would be beneficial to introduce a length of prohibition of waiting along the frontage. I propose a prohibition of waiting at any time that runs along the east side of Pimlico Road from a point 8m south of the centreline of the access for a distance of 26m in a northerly direction. This will link with an existing length of prohibition at Causeway Croft to provide improved visibility for motorists emerging from both junctions.

I recognise that the loss of approximately four on street parking spaces will have an impact on localised parking patterns as there is already a high demand from residents, visitors, students at Clitheroe Royal Grammar School and local employees.

The applicant should agree to fund in full the pursuit of the proposed Traffic Regulation Order, to include all legal and advertising costs. However, my recommendation that there are no highway objections to the proposed development is not dependent on the implementation of this prohibition and should it not be possible to introduce such a measure, this original recommendation is not affected.

Martin Nugent

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