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

26 APR 2012	
FOR THE ATTENTION OF	

Martin Nugent
01254 828060
D3/12/0014

Drafted 25 April 2012

Dear Sir

**Outline Planning Application, Ribble Valley District
D3-12-0014 land adjacent to Greenfield Avenue, Low Moor, Clitheroe**

I refer to your letter of 5 April 2012 concerning the above application.

I have no objections in principle to this outline proposal on highway grounds. However, my comments refer to an Outline Planning Application with all matters reserved for future determination except for the means of access and appearance. This Application is for a development of up to 30 residential dwellings, incorporating 22 properties for market sale and 8 affordable properties on land leading off from Greenfield Avenue, Low Moor, Clitheroe.

Access from Greenfield Avenue

The vehicular access to the site will be extended from Greenfield Avenue onto the development site. The design contained in Drawing 370/1/2 provides an indication of the highway parameters for the design of a suitable vehicular access.

The proposed access road and internal layout will be designed to adoptable standards. With this in mind, the applicant can anticipate preparations for Section 38/Advance Payments Code should consent be granted.

The introduction of additional vehicle movements onto Queen's Street is a concern, as there are parked vehicles to the terrace side and this can delay through traffic and cause some minor congestion at either end. However, the development of the land off Greenfield Avenue for a total of 30 properties would have a relatively low impact on traffic flows at peak times.

Highway Safety

There has been one reported collision involving personal injury during the last five years, 28 February 2007 to 1 March 2012 on the route from the proposed site to Edisford Road, via Greenfield Avenue, Queen Street and St Paul's Street.

In order to secure appropriate measures to enhance safe manoeuvring to and from the site should the application be successful, I would recommend the introduction of junction markings at Queens Street and Greenfield Avenue on any subsequent site plans. This would establish the correct priority working at this junction.

I would not recommend any additional off-site highway works to accommodate the anticipated additional turning traffic.

However, there are some aspects of the initial site layout that should be revised to enhance highway safety.

1. Reduce the carriageway width from Greenfield Avenue (6.84m) onto access road (shown as 7.0m). For the scale of development being considered a carriageway width of 5.5m is sufficient. The use of a 7.0m carriageway width would encourage on street parking and provide for an unnecessary crossing width.
2. The larger amenity space is in an isolated location, requiring pedestrians to access the site across service roads.
3. A narrow service road (3.6m) provides two-way access for 6 properties and additional amenity car parking for 5 vehicles. Utilising the reduced carriageway width identified above in Item 1, the width of the service road could be increased to 4.5m, sufficient for the safe two-way movement of residential traffic.
4. Consider the introduction of a narrowing feature to draw the carriageway width down from 6.8m on Greenfield Avenue into the site, with a 5.5m width.
5. The provision of continuous footway links through the development is welcomed. These footways should be a minimum width of 1.8m throughout.

PROW

There is a Public Right of Way, Footpath 18 that borders the site to the east. This route must be maintained throughout any construction period, with no alteration to their path or accessibility.

Consideration should also be given to the lighting of the footpath as it runs to the rear of the proposed units along the eastern edge of the site.

Public Transport

There are existing "hail and ride" services operating along Union Street and St Paul's Street that fall within a convenient distance of the centre of the site. I do not propose to make any further request for contributions in this regard.

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.

Committed Development

There is one committed developments on Chapel Close, Low Moor (3/2011/0247) that will have an impact on 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.

Martin Nugent

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