

Graeme Thorpe

From: Hornby, Mark [Mark.Hornby@lancashire.gov.uk]
Sent: 01 October 2012 16:24
To: Graeme Thorpe
Cc: ENV EPP Customer Service Area East
Subject: Planning Application 03/2012/0401 - 51&53 Knowsley Road, Wilpshire
Graeme

- 3 OCT 2012

Further to our site meeting with the developer and their agent on 2nd February 2012 and subsequent discussions I have the following comments on this outline application:

- Adequate visibility splays of 2.4m x 50m are achievable in both directions along Knowsley Road, albeit with the reduction of the boundary wall to a maximum height of 0.8m.
- The levels of parking proposed within the site are appropriate to the mix of properties proposed, with 3 spaces for the 4 bed house, 2 spaces for each 3 bed house and 1 space per flat making a total of 31 off-street spaces. This is consistent with our policy on parking provision.
- The internal access road is 5.5m wide and has sufficient manouvering space to allow refuse vehicles etc. to turn within the site.
- The kerb radii at the access to Knowsley Road were too tight as shown on the original plans. I contacted the architects SPA to see if they could be eased to provide a 6m radius and this has now been incorporated in Drawing No. 4186 - 07 Revision B.

I understand there is substantial local opposition to the proposals and have been contacted by several residents who have expressed concerns regarding the potential impact on highway safety. We have a recent traffic survey (2008) on Knowsley Road close to the site which gave a daily traffic flow in the order of 1,100 vehicles per day and 85th percentile speeds of 29mph with only a small proportion of drivers exceeding the 30mph speed limit. Our collision database shows that in the last five years there have been two injury collisions on Knowsley Road, neither of which the traffic police attributed to excessive speed and the most recent of which was over four years ago. This would suggest that there are currently no capacity issues and the marginal increase in traffic that this development would generate would be unlikely to cause any problems, either on Knowsley Road itself or at the junctions at either end.

It is worth noting that the speed limit on Knowsley Road is proposed to be reduced from 30mph to 20mph under LCC's policy to make all suitable residential streets 20mph by 2013.

In summary, I am satisfied that suitable access and parking arrangements can be achieved without causing any highway safety or capacity issues and therefore have no reason to object to the principle of development on the site.

Regards

Mark Hornby BEng MSc MCIHT
Principal Engineer (Developer Support)
Environmental Services East
Lancashire County Council

03/10/2012