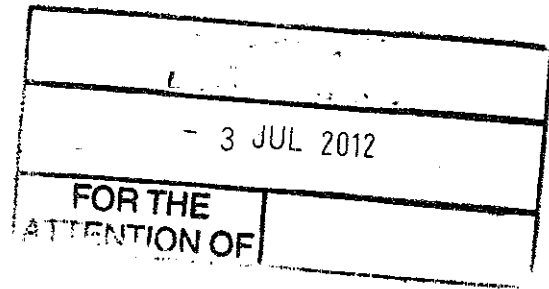


Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA

Martin Nugent
01254 828060
D3/12/0497



Drafted 2 July 2012

Dear Sir

**Outline Planning Application, Ribble Valley District
D3-12-0497 Strawberry Fields, Gisburn**

I refer to your letter of 18 June 2012 concerning the above application.

I have no objections in principle to this outline proposal on highway grounds for access and layout. However, there are aspects of the proposal that require clarification or amendment.

My comments refer to an Outline Planning Application with all matters reserved for future determination except for the means of access and layout. This Application is for a development of up to 21 residential dwellings, incorporating 14 properties for market sale and 7 affordable properties on land at Strawberry Fields, Gisburn.

Access from A59 Main Street

The location of the vehicular access to the site is retained as existing from the previous development on this site. However, the site plan (Drawing HIN/17 02) indicates that there will be the provision of additional footway links, of minimum width 1.8m, to either side of the access. This provision extends into the site but it is not clear from the drawing if this will provide a continuous link to all proposed properties, except along the south side of the access road at the back of the police properties and to the isolated development at Unit 10.

The dimensions and specifications of the access design are not provided but will be the subject of a subsequent S278 agreement. This will ensure that the design and construction of the access will comply with relevant LCC standards.

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

Layout

i. The proposed limits of adoption within the site are not clear. The construction of the new estate road between the site and A59 Main Street shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads and to comply with Manual for Streets (1 & 2).

With this in mind, the inclusion of traffic calming features is incongruous and should be avoided.

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

ii. The provision of a turning head to the north east of the site is welcomed. However, there is no similar provision to the west of the site where the new carriageway links to an unmade track serving existing properties.

As a result there is no safe location for turning within the proposed development and my concern is that motorists are likely to turn at the most accommodating access in this vicinity, which would be at Nethergill. While there will be a clear delineation in the limits of the existing track and the new carriageway, turning provisions need to be provided within the limits of the proposed development site.

Parking Provisions

There are 42 spaces shown on the application and the applicant has assigned two spaces to each property as a rudimentary means of determining an initial parking layout within the site.

However, until the house types and sizes have been identified, the appropriate provisions for individual properties cannot be reasonably determined and should be considered as a Reserved Matter.

Public Transport

There are bus stops within 150m of the centre of the site that link to scheduled services along the A59 corridor. 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.

Standard Conditions

There are a number of Standard Conditions that should 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.

Future Considerations

Therefore, I would welcome further clarification of the following matters;

1. The extent of the footway provisions within the site.
2. The lack of footway provision to Unit 10.
3. The proposed extent of any proposed highway adoption.
4. The provision of a turning facility to the west of the site.
5. Details of the distribution of housing types and sizes to assist with the determination of appropriate parking provisions.

Martin Nugent

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