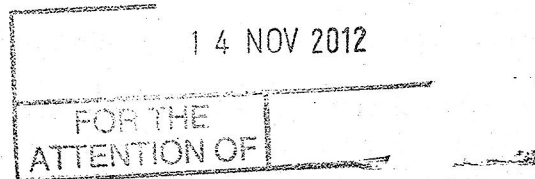


Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA



Martin Nugent
01254 828060
D3/12/0702

Drafted 29 October 2012

Dear Sir

**Planning Application, Ribble Valley District
3/12/0702 Kingsmill Avenue, off Mitton Road, Whalley**

I refer to your letter of 21 August 2012 concerning the above application.

I am recommending refusal of this application on highway safety grounds. I am satisfied that there are aspects of the proposed design of the access and parking arrangements that would be detrimental to highway safety.

There are three distinct aspects to the proposal; 4 semi-detached units to the west of Kingsmill Avenue with access directly off the circulating turning head; a 5 property terrace along the north side and 3 properties to the south side, close to the junction with Mitton Road.

I have no comments concerning the semi-detached units to the western end of Kingsmill Avenue. There is no expectation that the introduction of these properties will have a detrimental impact on the safe movement of vehicles at this circulating feature. There is sufficient off street parking provided to accommodate the vehicular activity associated with the anticipated family activity at this location.

For the terraced properties, I am not satisfied that the parking arrangements shown will operate in a safe and efficient manner. If end-on parking is to be provided it needs to be identified along the back of the carriageway, not set back a significant distance. Allied to this there is no continuous footway link shown and the plan provided indicates that pedestrians would be walking to the rear of parked vehicles, within their manoeuvring space.

I would suggest that a continuous footway link should be provided to the front of the terrace properties and that the parking spaces are aligned to the back of the edge of carriageway.

In addition, there should be 8 spaces provided for the 5 unit terrace; 2 for the 3 bedroom market property and 1.5 for each of the four 3 bedroom affordable units. This will more accurately reflect the relevant provisions for this independent development location. This level of provision will provide sufficient parking off the active carriageway for the anticipated residential requirements of these properties.

Access for the 3 units to the south side of Kingsmill Terrace is inconsistent, with a shared junction for two of the units and a driveway access for the third. There is the opportunity to provide sufficient driveway and manoeuvring space from within the available curtilage to allow motorists to enter and exit these properties in a forward gear.

I would welcome a revised design that addressed this access issue.

Two integral garage types have been identified, one of 3.75m by 7.0m and the other of 3.0m by 5.8m. Both arrangements are suitable for the garaging of a range of domestic vehicles. However, in order to ensure that these essential spaces are maintained, I would recommend the inclusion of an appropriate Highways Condition should this application receive the consent of your Planning and Development Committee.

The footway provisions to the south side of Kingsmill Avenue should be continuous wherever possible and where breaks are introduced, these should be served by drop kerbs to assist accessibility.

Therefore, I am recommending refusal of this application on highway safety grounds as I do not consider that the application secures a safe means of access to the development for motorists and pedestrians and that the present proposal would be detrimental to highway safety.

Martin Nugent

Public Realm, Ribble Valley
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