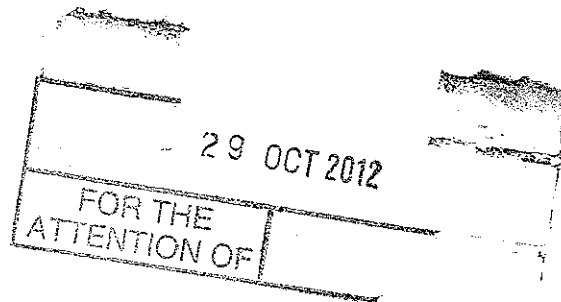


GT

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

Martin Nugent
01254 828060
D3/12/0788



Drafted 24 October 2012

Dear Sir

**Planning Application, Ribble Valley District
3/12/0788 1-3 Greendale View, Grindleton**

I refer to your letter of 18 September 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 access design that would be detrimental to highway safety.

The driveway access is 4.0m in width and has a tight radius. As it is to serve three properties it is reasonable to anticipate that there will be opposed movements at regular times throughout the day. The proposed width will not safely accommodate such movements and could place motorists in a vulnerable position when committing to access the site. It should also be noted that pedestrian access is also required at this point.

The visibility from the access appears to be consistent with Manual for Streets 2, providing a sightline approaching 43m measured from 2.4m back from the edge of carriageway

There is an existing stepped footpath serving the properties at 1-3 Greendale View and this leads from the north side of the stone shelter. This provision will be lost as part of the proposal and pedestrians will access their properties via the paved driveway, leading to a short series of steps.

I would also point out that drop kerbs should be provided across the proposed new access in order to retain a continuous and accessible footway link.

The gradient from the site to the highway is also a concern. I have looked at the available levels and calculated that there is a greater than 1 in 13 drop to the existing footway, a ratio in excess of the acceptable recommended maximum of 1 in 20 from a site to an adjacent highway.

The extreme limit for a footway is 8% and anything beyond this would have to have to be supported with a pedestrian guardrail. The proposed shared driveway approaches this absolute maximum and there is no pedestrian designated route or additional provision such as a handrail.

I would also welcome a detailed drawing of the 1.0m high retaining wall proposed along the front of the three properties and to the back of the driveway. This is to confirm it is of suitable dimension.

The public transport amenity enjoyed by residents is retained with the provision of a new shelter, necessary as a consequence of the proposed demolition of the existing stone bus shelter

However, it is my understanding that the stone shelter was reconstructed in 1990 at the Parish Council's expense and that there is some uncertainty concerning the ownership of the structure. It would be feasible to provide a similar structure as an alternative to the proposed shelter, but this would necessitate the loss of one parking space or require a reconfiguration of the parking layout.

The provision of new or upgraded stops would be subject to a suitable design being agreed, the intention would be to pursue stops to LCC Quality Bus Standards, including illuminated shelters to LCC specification, raised footway (160mm kerb height) and Bus Clearway Markings.

The applicant has identified a site a short distance to the south of its present location. This is acceptable, subject to agreeing a detailed design, as the Quality Bus provisions have a specific relationship with the stone shelter and this is not replicated in the location of the proposed new shelter.

It would be normal protocol to request that a commuted sum be agreed that would allow the Borough Council to meet future maintenance requirements for the shelter. However, in this instance a resolution of ownership and maintenance responsibility would be a prerequisite of any formal agreement being entered into.

In order to secure the necessary works highlighted above, it will be necessary for the applicant to enter into a formal Section 278 Agreement.

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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