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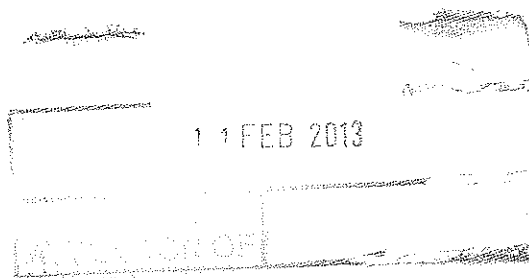
Director of Community Services
Council Offices
Church Walk
Clitheroe
Lancashire BB7 2RA

Your ref
Our ref TL /3/2012/1113
Date 8th February 2013

FAO Colin Sharpe

Dear Sirs

Planning application no: 3/2012/1113
Proposal: Proposed housing development.
Location: Parker Avenue, Clitheroe BB7 1JA.



I refer to your letter dated 11th January 2013 regarding the above-proposed development.

Please note the following comments.

I would prefer and recommend that vehicular access to these dwellings is from the Parker Avenue side of the site. It appears that the ownership of the land to the west of the site has not been determined, but investigations as to the ownership of the land are on-going. I would ask that the developer should delay a decision on this application until the land ownership issue is resolved.

If it is necessary to gain access to the dwellings from back Whalley Road because the land to the west of the site is not owned by the developer, I would have some concerns as to the access onto the adopted highway.

The developer should show that there is a right of access to Whalley Road, as my records indicate that the back street and the link between the gable ends of 180 and 182 Whalley Road are private roads.

Assuming there is a right of access, residents of the new houses will use the more direct link to Whalley Road which is the un-named private street at the gable ends of 180 and 182 Whalley Road. This road is in a poor state of repair and I would ask that this be improved by the developer. This road should be re-surfaced up to the proposed vehicular accesses of the new dwellings.

I would normally ask for the vehicle access gates to be set back 5m from the highway, but as access is onto a private road I would not insist on this. Complying with this requirement

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would clearly create some difficulties for the layout of the development and the alternative is to omit the gates from the proposals.

I am not in favour of the high fencing proposed along the footpath and road boundaries of the curtilages of the dwellings, as this does not comply with the guidelines in Manual for Streets. High fences will tend to deter pedestrians from using these routes because the footpaths and roads will not be overlooked, thus creating an environment perceived to be unsafe. High fences will also tend to encourage anti-social behaviour.

I am unable to conclude my comments until the additional information requested is supplied. Whether or not I have an objection to this development will depend on the response from the developer.

Yours faithfully

Trevor Lewis
Traffic and Development Engineer