

Development Control
Ribble Valley Borough Council

Phone: 0300 123 6780
Email: highways@lancashire.gov.uk

Your ref: 2018/0372
Our ref:
Date: 22/05/2018

Dear Sirs

Re: Planning Application 18/0372

Address: Playing Field Edisford Road Clitheroe BB7 3LA

Description: Creation of new artificial grass pitch (AGP) and refurbishment of existing multi use sports area with associated fencing, floodlighting, access pathways and storage units.

With respect to this application there are a number of areas of concern which would require addressing or conditioning prior to the application being supported by Lancashire County Council Highways.

There are concerns over the access to the car park, as following a site visit this was noted to be a tight radius causing some delays to traffic entering the car park. It was felt that at busy periods this may cause a queue to form across the controlled crossing point. Other areas of concern include the two pedestrian routes back towards the carpark, if both are to be installed there would be a need to install some suitable Pedestrian Guard Rail to stop pedestrians spilling out on to the carriageway. Whilst it is noted that one of these new footways is the shortest route back to the pedestrian entrance at the corner of the car park, it does not make use of the controlled crossing point. It is expected that if these are both to be provided then a number of sections of guard rail would be provided. Alternatively the gate in the wall could be removed and the wall re-built in the gap with only one wider pedestrian access being provided, closer to the pedestrian crossing point. It was also noted that a number of vehicles parked on the footway adjacent to the bus stop showing little regard for the Zig-Zag markings for the Controlled Crossing or the existing double yellow lines. It is expected that a Legal agreement would be entered into so these this can be addressed.

There are a number of anomalies within the Transport Statement and the Design and Access Statement section 3.10 of the later states:

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Director of Community Services
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"that there will be 120 vehicle movements per hour which equates to 1 every 30 second."

This is a slightly flawed assumption as it is assuming that some people will arrive or leave some 30 minutes before or after the change over time. It would be a fairer assumption that this time period would be compressed into a 15 minute before or after the change over time. Which would be a closer match to 120 vehicle movements per half hour or 2 every 30 seconds.

It is known that a number of the football teams train in the evenings, similarly the local swimming club also trains in Ribblesdale Pool and there a number of other activities and fitness classes taking place in Roefield Leisure Centre. There are concerns over the effect on this usage on the car park occupancy, the usage survey should be repeated and the time span expanded to cover from 08:00hrs to 21:30hrs Monday to Sunday. It is also know that the carpark is not fully lit, it is felt that the car park should be fully lit for a period of time beyond the operational hours of the facilities to be provided.

The only buses using the stops mentioned in the report are school buses so this cannot be used as a supporting statement regarding the accessibility of the sport facilities, the conclusion that the site is accessible by bus is flawed.

It was noted by a street lighting engineer that the Floodlighting scheme is to use Metal Halide Discharge Lamps. The Street Lighting section of Lancashire County Council are no longer fitting new lanterns using Discharge lamps and are currently changing out the existing lighting stock for LED Lanterns. Consideration should be given to LED's as a light source for the flood lighting scheme, cost savings are available due to the reduced energy use and increased lamp live. It is generally accepted tighter light cutoff of an LED sourced would also be likely to reduce the light spill to surrounding properties. Guidance from the Football Association indicates that whilst competitive games at Conference level should be played at an average of 250 Lux, lower level competitive games may be played at a lower lighting level. A lighting scheme to achieve multiply lighting levels should be encouraged, it may be possible to simply switch off some lanterns to achieve these lower lighting levels.

In order to pursue the application we would wish further submissions regarding the pedestrian routing to the proposed pitches and the car park usage based on the narrower arrival departure window over the extended time period. A further submission regarding the floodlighting scheme including a lower lighting level with a maintained average lighting level of 120 lux for training as detailed in a number of Football Association documents. Following the further submissions regarding the car park it may be come apparent that the car par requires lighting over a longer period over the total area, this will need to be discussed with Roefield Leisure Centre.

Should you wish to support this application we would wish for the following condition to be added to the approval.

1. 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 reserves 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.
2. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 01772 531202.

Yours faithfully

Simon Hardie
Highways Development Control
Lancashire County Council

Notes

1. The developer should be aware that the any works on, or immediately adjacent to the adopted highway network, would require the appropriate permits from Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.
2. The new site access and associated off-site works will need to be constructed under a section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves 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 is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for 278 agreement.