

From: planning
Subject: FW: D3.15.0312 SJG - Hargreaves & Coates Ltd Back St Pauls Street Clitheroe

From: Nolan, Chris [mailto:Chris.Nolan@lancashire.gov.uk]
Sent: 16 October 2017 10:07
To: Stephen Kilmartin; planning
Cc: LHS Customer Service
Subject: D3.15.0312 SJG - Hargreaves & Coates Ltd Back St Pauls Street Clitheroe

Hi Stephen

Planning Application No: 3/2017/0920
Grid Ref: 373069 441623
Proposal: Revised application for five town-houses following outline approval 3/2015/0312 including garage block on St Pauls Terrace.
Location: Back St Pauls Street Low Moor Clitheroe BB7 2LS

With regard the above revised planning application that follows the outline permissions granted in 2016 for application No. 3/2015/0920. The revision includes five larger dwellings than were originally applied for each with a parking space close to the units along with remote garages for each property.

It is appreciated that the installation of garages will overcome concerns expressed by my colleague that the remote parking was presently used by locals so there would be some concern as to how this facility could be retained for the occupants of the new dwellings. The garages will also address the follow up observation that the parking area was not directly over looked by residential dwellings and therefore vehicles parked in this area could be a target for criminal or antisocial behaviour.

The proposed garages will be of sufficient size to meet modern standards in that there is enough internal space to accommodate both a family car and some cycles and therefore would assist the sustainability of the development. The position of the garages indicates that there is 8m between the doors and kerbline of St Pauls place and so will allow the garages to be functional even when cars are parked adjacent to No 3 Saint Pauls Street. Considering these design factors I would not have highway issues with the garages as long as they were built with roller shutter or similar doors that remain within the confines of the garage.

The houses that are included on the plan for this application are considerably larger and in different positions from those indicated on the final amended plan that gained outline planning permission, (3/2015/0312). The plan indicates that there will be parking bays in front of the dwellings at right angles to Back St Pauls Street. Scaling the supplied plan the bays are 5.6m long and 3.0m wide with an available width of Back St Pauls Street of 3.5m. To allow for safe reverse parking it to these bays the Back St Pauls Street would need to be 5.5m wide. I would have to say that the parking bays that are in front of the individual properties are, according to the standards (Residential Roads and Footpaths Design Bulletin 32), not accessible and therefore cannot be counted towards the parking requirements of these houses. As each 3 bedroom dwelling would have only one parking place in the form of a remote garage I would have to object to this development as it is presently set out.

Subject to an acceptable layout being provided I would not have raise objections on highway grounds subject to notes and conditions, similar to those requested at the time of the outline application, being attached to any permissions that your council is minded to grant.

Conditions

1. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety
2. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.
3. A car park and manoeuvring scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas.
4. The cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.
5. No part of the development hereby approved shall commence until a scheme for the construction of the turning head 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 as part of a section 278 agreement, under the Highways Act 1980. Reasons: 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 and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
6. Prior to the start of the development, a joint survey shall be carried out between the developer and the planning authority (in conjunction with the highway authority) to determine the condition of the back street and junctions with St Pauls Street and St Pauls Avenue .A similar survey shall be carried out every six months and the final inspection within one months of the completion of the last house, and the developer shall make good any damage to the back street and junctions with St Pauls Street and St Pauls Avenue to return it to the pre-construction situation as required. Reason; To maintain the construction of the back street and junctions with St Pauls Street and St Pauls Avenue in the interest of highway safety.
7. 7. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-
 - a) The parking of vehicles of site operatives and visitors;

- b) Loading and unloading of plant and materials used in the construction of the development;
 - c) Storage of such plant and materials;
 - d) Wheel washing facilities;
 - e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - f) Routes to be used by vehicles carrying plant and materials to and from the site;
 - g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
- Reason: to protect existing road users.

Notes

1. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 184 (Vehicle crossings over footways and verges), the County Council as Highway Authority must specify the works to be carried out, Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works and therefore before any works can start you must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings. For multiple vehicular crossings please ring 0300 123 6780 and ask for a bespoke quotation.
2. This consent does not give approval to a connection being made to the County Council's highway drainage system.

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