

**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 19 April 2022 11:42  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2022/0105

**Planning Application Reference No.:** 3/2022/0105

**Address of Development:** 1-5 Back St Pauls Street Low Moor Clitheroe BB7 2LS

**Comments:** Dear Mr Kilmartin.

[REDACTED] we would like to raise a number of what we believe are serious highway safety concerns with the above application.

Condition 9 (parking)

Due to the limited width of the access road (3.6m) when this development was originally granted planning permission under application 3/2017/0920, Lancashire County Council Highways requested that the parking in front of each dwelling was angled to allow a car to access each parking space. (The access lane would need to be 6m in width to facilitate a right angled parking space). With the configuration approved a suitable turn head was required to allow vehicles to turn around before entering St Pauls Terrace, therefore avoiding vehicles reversing down a shared use road. The access road has no designated footway.

The turning head now proposed (and already constructed) as part of this application is of a smaller scale than approved. It would not allow the vehicle manoeuvres that are indicated on the submitted drawings. As highlighted above the adopted access road is only 3.6m wide and the proposed turning head cannot accommodate any vehicle bigger than a small car. This makes it unsuitable for the majority of vehicles accessing the site, resulting in them having to reverse along the full length of the access road and then onto St Pauls Terrace, without safely being able to see. This would include delivery vehicles such as courier and supermarket delivery vans and most family sized cars.

St Pauls Terrace experiences high levels of parking especially around the junction with the access to this site therefore any movements at this location would be constricted and this would impact on the safety of all other highway users.

The narrow adopted highway serving this site is also used as a pedestrian route by a considerable number of local residents, as a route to Low Moor Club and the playing fields, including elderly residents and young children. At 3.6m wide (with walls either side for the majority of it) this is below the recognised acceptable width of 4.1m for a shared surface (pedestrians, cyclist and motorised vehicles). Therefore any reversing vehicles will put all roads users at danger.

It should also be noted that this highway does not have any street lighting. All of the existing properties on St Pauls Street and St Pauls Terrace back directly onto the access road and pedestrians step out of their gates directly onto the highway.

The turning head approved as part of the original application was of a suitable size to accommodate all vehicles

visiting the site and would therefore mitigate for the substandard access and parking arrangements and eliminate the need for any reversing manoeuvres along the access road. This is highlighted below in an extract from the original officer's report for application 3/2017/0920:

#### 5.4 Highway Safety and Accessibility:

5.4.1 The primary vehicular and pedestrian access point of the development is located at the eastern extents of the site off St Pauls Terrace. The proposed layout of the development maintains a 3.67m access between the rear curtilages of properties fronting St Pauls Street and a clear access width of 3.9m between the rear curtilages of the properties to the east (Fronting St Pauls Terrace). A turning circle for servicing and emergency vehicles has been provided to the eastern extents of the site which will ensure adequate vehicular manoeuvrability is maintained for a range of vehicles.

Can we also highlight that the submitted drawing (DWG/site/01B rev A1) as part of this application is technically incorrect. It states the new turning head is 4333mm x 8095mm. The turning head already constructed is 4700mm x 7000mm.

A 1.8m high wooden fence has also been constructed around the turning head . The height of this existing fence impacts on the available sightlines from both the turning head and the driveway for plot 5. As approved in application 3/2017/0920 all walls along the site's frontage should be no more than 1m in height.

#### Condition 10 (Bins)

Prior to this development numbers 3 to 32 St Pauls Street and 2 to 8 St Pauls Terrace had their refuse bins emptied from behind their houses. Due to the new development all the bins (up to 38) are now left on the adopted highway at the junction of St Pauls Terrace and the access road for this site on collection day. This causes an obstruction on the adopted highway and will inevitably get worse with the addition of up to 10 more bins once the new dwellings become occupied.

As part of the original application the new dwellings were to have their bins emptied within the new turning area.

A workable strategy needs to be agreed to manage refuse collection. If the current situation is not addressed highway safety will be compromised and access to the site will be restricted on collection days .

#### Conclusion

We believe the proposals within this application will have a detrimental impact on highway safety for all users of the adopted highway behind St Pauls Street and therefore [REDACTED] are objecting to application 3/2022/0105.

Kind regards

[REDACTED]