

[REDACTED]

14/04/2022

Stephen Kilmartin
RVBC Planning Dept
Council Offices
Church Walk
Clitheroe BB7 2RA

PLANNING
19 APR 2022
FOR
ATTENTION OF

Response to RETROSPECTIVE planning application for amended turning circle and refuse bin collection point for Planning Application No:3/2022/0115

Dear Sir

The recent planning application does not point out that the developer [REDACTED]

Please consider the following observations:

- There are 15 houses on St Paul's St and 4 houses on St Paul's terrace that have been directly impacted on by the erection of 5 houses on back of St Paul's St and 5 garages on St Paul's Terrace - a development which has still not been completed after 5 years with all the inconvenience that that entails.
 - [REDACTED] Now the turning circle amounts to little more than a small lay-by which will not provide adequate turning for large service or emergency vehicles.
 - This back street is the new houses ONLY access for their residents and any deliveries. Most delivery, service and large vehicles will need to reverse to exit via St Paul's terrace unless the turning circle is restored.
 - All the [REDACTED] directly onto the back street with NO FOOTPATH provision. Consequently all traffic up or down the narrow back is a danger to all residents stepping out, and a danger to all pedestrians, dog walkers, children and cyclists who frequently use the back to access Roefield Playing field.
- [REDACTED]

In the light of these observations I hope that you insist that the original plan for the turning circle is followed to the letter and take the safety of all to be the determining factor.

Yours Faithfully

[REDACTED]

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

From: [REDACTED]
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;

- 5.3.4 The north and south elevations also benefit from projecting brick piers which will accommodate rainwater pipes within a recess. These projecting elements aid in providing vertical delineation with the terrace block. The introduction of chimney elements allows further vertical delineation and ensures that the roofscape remains sufficiently animated.
- 5.3.5 It is further proposed that the wall that bounds Low Moor Playing fields, to the south of the proposed dwellings, will be reduced from its current height to a height of 1200mm to allow for occupiers of the dwellings to benefit from an open outward aspect. No elevational details have been provided in respect of this and as such these will be secured through the imposition of condition.
- 5.3.6 Taking into account the above matters it is considered the proposal is of an overall scale that is commensurate with the existing buildings found within the vicinity, it is further considered that the overall architectural language and external appearance of the proposal will respond positively to the character of the immediate context and will not be of detriment to the character of visual amenities of the area.

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.
- 5.4.2 The internal arrangement of the proposal adopts a chevron parking arrangement with vehicular parking provision for one vehicle per dwelling being accommodated within individual residential curtilages to the north of each dwelling. Additional vehicular parking provision for one vehicle per dwelling is to be provided within the proposed dedicated garaging off St Pauls Terrace.
- 5.4.3 To ensure that the parking provision provided by the garage remains available for use, conditions will be attached to ensure they are not used for any other purpose that would preclude the parking of motor vehicles and that the garaging shall not be separated from the dwellings they intend to serve by way of sale or sub-letting.
- 5.4.4 A secondary vehicular/access point is also present to the western extents of the site adjacent number 31 St Pauls Street. Due to the constrained nature of this access point concerns have been raised in respect of its suitability to accommodate vehicles. In respect of this matter the Highways Development Control Section have concluded that it would be impractical to place a one way working order on the aforementioned length of back street adjacent number 31. It is also considered that short lengths of one way working of this type are difficult to police and therefore are likely to be contravened. The Highways officer is therefore of

