

21 APR 2022

Planning app. no.3/2022/0105

Dear Sir

Response to RETROSPECTIVE planning application 3/2022/0105.

The developer of this site has [REDACTED] permission to change.

1. Please refer to planning app.3/2015/0312 highway response from [REDACTED] (highway development) which highlights the need for the turning head.
2. The safety of all vulnerable road users, pedestrians, children going to Roefield and the play area, dog walkers and the elderly will be at more risk of injury from an increase in reverse maneuvers, especially without a pavement and no street lighting in the darker hours.
3. Existing residents exiting rear of their properties are at more risk of conflict with cars and larger vehicles reversing because of the narrow road and a lot of larger vehicles may be single crewed and won't have the benefit of a banksman.
4. Bin collection day is becoming very difficult for all residents at the moment there are 38 wheelie bins put out for collection on the highway at St. Pauls Terrace which will increase to 53 bins when the new houses are occupied. I don't think this is acceptable to block a highway and for most of points highlighted above in this email.
5. Please refer to planning app.3/2017/0920 Highway response from [REDACTED] [REDACTED] which recommends the turning head should be made larger and the need for a bin store should be on site.
6. The small turning area that has been put in for cars to turn round instead of the original area is not adequate for large vehicles. Also they have erected a wooden fence around this small turning area which is nearly 2 meters high instead of 1meter.

I hope that you insist that the original plan for the turning circle is followed to the letter and safety is paramount to your decision.

Yours faithfully

[REDACTED]

[REDACTED]

From: planning
Subject: FW: D3.17.0920 Back St Pauls Street Clitheroe R
Attachments: Carparking -Dust Bin Store.pdf

Hours of work; all day Monday, Tuesday and Wednesday morning

From: [REDACTED]
Sent: 07 November 2017 11:14
To: Stephen Kilmartin; planning
Subject: [REDACTED] Back St Pauls Street Clitheroe R

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

I have viewed the attached plans and I have spoken to [REDACTED] with regard to this development. I would feel that either parking arrangement would suite the site but the configuration where the cars are angled on to the frontage of the individual properties would offer the security that the parking spaces will kept available for the occupants. This will eliminate a possible area of neighbourhood dispute, as this is the case I will favour the chevron parking arrangement.

With regard to the refuse storage. I am satisfied that this arrangement will be off the adopted highway and therefore I am satisfied but I have instructed [REDACTED] to contact your Cleansing Department to be sure that they are happy with the design of the structure and the proposed arrangements.

We have discussed the needs with regard to a proper Construction Management Plan. He is of a mind that he will submit a plan at the earliest opportunity to avoid the need to condition this provision.

Thanks

[REDACTED]

From: [REDACTED]
Sent: 06 November 2017 10:18

To: [REDACTED]

Subject: Back St Paul's Street. Clitheroe

Dear [REDACTED]

Further to our telephone conversation today regarding the above application, please find attached a drawing showing two parking layouts at the properties. I have also provided a communal dust bin space at one end of the development. The proposed turning area has also been increased in size from the previously approved layout to allow more manoeuvrability for the refuse vehicle. I look forward to receiving your comments.

Kind regards

[REDACTED]

[REDACTED]

3/2015/0312

The Lancashire County Councils five year data base for Personal Injury Accident (PIA) was checked on the 14th May 2015. The data based indicates there has not been reported incidents along St Paul's Street or St Paul's Terrace.

It is understood a housing development has been approved on the land to the south of St Paul's Terrace, but highway access to this site is from the B6243 Edisford Road. As such no additional traffic would be expected on St Paul's Terrace in the future.

As part of any revised planning application with accurate plans the applicant is advised to consider the following provisional highway comments:-

1. The sight lines onto St Pauls Terrace to be 2.0x11m on both directions. This recommendation is based on table 7.1 from Manual for Streets and an estimated 85th percentile speed of 10mph.
2. The sight lines onto St Pauls Street to be 2.0x25m in both directions. This recommendation is based on table 7.1 from Manual for Streets and classified speed of the road of 20mph. The Highway Development Control Section is of the opinion that the sight lines will be severely restricted due to volume of parked cars.
3. Prove the access with St Paul's Terrace and St Paul, Street by swept path analysis for a twin axel refuse vehicles when cars are parked up to the site access / egress.
4. The Joint Lancashire Structure Plan recommends the following individual parking provision: -
 - One-bedroom properties to have 100% parking.
 - Two to three bedroom properties to have 200% parking.
 - Four to five bedroom properties to have 300% parking.
5. The applicant has indicated parking on land to the south east of St Paul's Terrace, and this land is outside the adopted highway. From observations on site this land is used by local residents and visitors to park on and as such these parking bays could not be guaranteed for the use of the new residents only. Additional the parking bays are not over looked or near the associated properties. This has a potential of crime and disorder issues and obstruction of the adopted back street.
6. A turning head is required to allow refuse vehicle and emergency vehicles to turn within the site for the following reasons: -
 - The maximum distance a refuse vehicle should reverse is 12m, from Manual for streets and BS5930: 2005.
 - Fire and rescue Services Section should not have to reverse more than 20m from the end of an access road. From Manual for streets and diagram 24 of Approved Document B (Fire Safety).Additional considerations when locating the turning head are:-
 - 25m is the maximum distance a two wheeled refuse container is to be transported to the refuse wagon. From Manual for streets and BS5930: 2005.
 - A resident should not be required to carry the waste more than 30m to the refuse storage point. From Manual for streets and BS5930: 2005.

- A fire appliance needs to be able to approach to a point within 45m of a suitable entrance to any dwelling. From Manual for Streets and section 11.2 of Approved Document B (Fire Safety).

The turning head to be either a prescribed "Access Way" turning head from Lancashire County Council Residential Design Guide or the applicant to prove the turning head layout by swept path analysis for a twin axel refuse vehicle.

The applicant should provide accurate details of the required turning head before determining the application and the turning head protected under condition, for perpetuity.

If you have any questions please do not hesitate to contact me.

Yours sincerely

