

Thursday 31<sup>st</sup> March 2022

Application: 3/2017/0160: <https://www.ribblevalley.gov.uk/planningApplication/28621>

Application 3/2022/0176: <https://www.ribblevalley.gov.uk/planningApplication/34017>

Dear [REDACTED]

I am writing to oppose, and comment, on the recent planning application made by Lidl Great Britain Limited (planning application 3/2022/0176).

This is an almost identical application to that made in 2017, application 3/2017/0610. This has now lapsed as it required work to begin within three years of approval.

I have several concerns, regarding the latest application, all of which are shared with neighbouring properties. The issues revolve around the loss of the fifteen car parking spaces, on the previously owned RVBC Peel Street Pay & Display car park. Due to a severe lack of car parking, in the Peel Street area, this car park is used by residents, visitors to Clitheroe, and Lidl's staff members daily. As you will be aware, Peel Street (and the neighbouring Derby and Grafton Streets) are extremely congested with vehicles parking both day and night – and the loss of this car park would force more vehicles onto the already overcrowded streets. This was a concern shared by [REDACTED] (cc'd into this email) when LCC made an objection to the original planning application 3/2017/0610 on 11th August 2017. This can be viewed at the following link:  
[https://www.ribblevalley.gov.uk/planx\\_downloads/17\\_0610\\_highways\\_response.pdf](https://www.ribblevalley.gov.uk/planx_downloads/17_0610_highways_response.pdf)

I, along with neighbours, agree with [REDACTED] view that the 'loss of public amenity parking [would cause] additional parking demand on already congested residential streets to the detriment of highway safety and residential amenity'. [REDACTED] objection was changed, following a visit by himself and a parking survey completed by SCP – the findings of which we disagree with strongly.

I would like to take the opportunity to bring to your attention a few concerns that myself and others have, concerning the removal of the objection [REDACTED] Within the document titled '17 0610 Highways Conditions' (available at:

[https://www.ribblevalley.gov.uk/planx\\_downloads/17\\_0610\\_Highway\\_Conditions.pdf](https://www.ribblevalley.gov.uk/planx_downloads/17_0610_Highway_Conditions.pdf)) I

would like to draw your information to emails commencing on the 17th August 2017. [REDACTED]

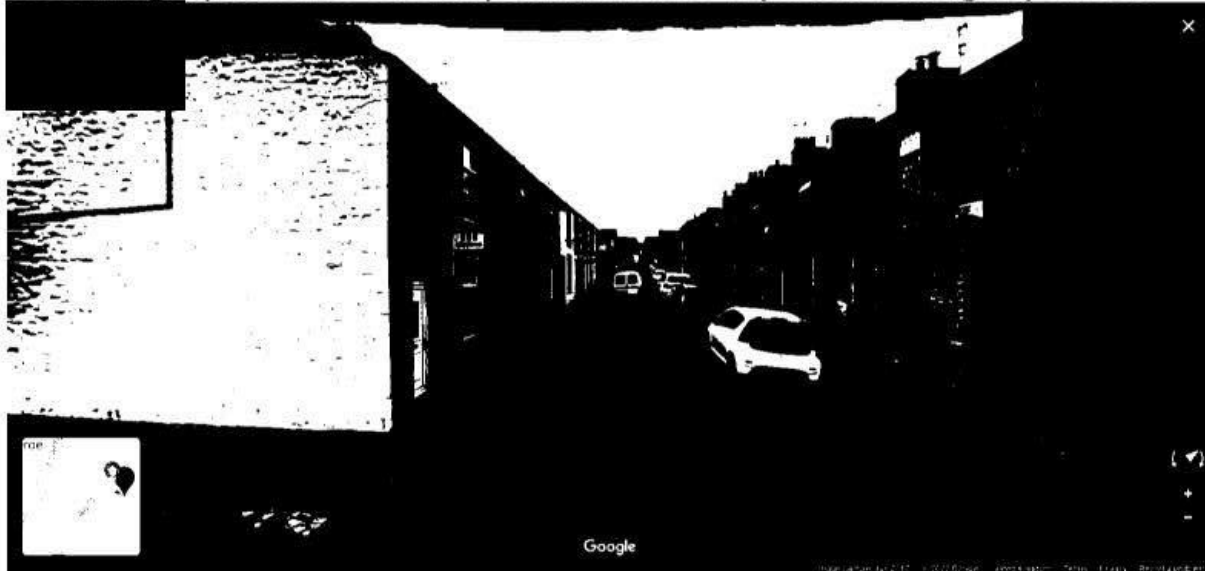
[REDACTED] (the agent in the 2017 application), informed [REDACTED] that a traffic survey of the car park utilisation and on-street parking would be carried out on w/c 4th September (once schools return). [REDACTED] responded, on the 23rd August 2017, indicating that a week-long survey would not be considered long enough – and needed to be undertaken over a significantly longer period of time – "ideally a month". [REDACTED] replies, on the 23rd August 2017, to indicate that their intention was to run the surveys on two days Friday 8th and Saturday 9th September 2017, but indicated that the comments are taken on board to look at surveying for more than one week!

However, on looking into the 'Updated Technical Note' file (available at: [https://www.ribblevalley.gov.uk/planx\\_downloads/17\\_0610\\_Updated\\_technical\\_note\\_91017.pdf](https://www.ribblevalley.gov.uk/planx_downloads/17_0610_Updated_technical_note_91017.pdf)) you will note that within point three, SCP states "the survey took place between Friday 8th September and Thursday 14th September". The survey ran from 10am until 6pm, completely ignored overnight and early morning parking. SCP, working on behalf of Lidl and [REDACTED] have clearly not acted as instructed (by RVBC) to undertake the survey over a "significantly longer period of time – ideally a month". I, therefore, feel that this parking survey should not have been accepted by RVBC, nor should it have led to [REDACTED] withdrawing [REDACTED] objection on 1st November 2017. The parking should have been measured over a longer period, as it is not a constant variable – and depends on several factors, many of which differ on a weekly basis. By surveying over a longer period, such as a month, there would be a better understanding of the use made of the car park and the parking on surrounding streets. For example: during match days at nearby Clitheroe FC, parking on Grafton Street, Peel Street, Derby Street, and Shawbridge Street (the main road in/out of Clitheroe) is impossible – but this is not shown on the survey.

Lidl has, in their latest application, taken the data from the 'updated technical note' ('17\_0610\_Updated\_Technical\_Note\_91017.pdf'), and used this in their 2022 application. This means that data from 2017 is currently being used to support their application in 2022. Clearly this data must now be considered out of date, as the information is now five years old. In the last five years, we have had a pandemic that has changed the way many people choose to work and shop, and which will have had an impact on parking in our area. Looking at the car park today, there are currently 12 spaces in use of the 15 available on the car park (see below picture):



Additionally, the technical note used for the 2022 application (available at: [https://www.ribblevalley.gov.uk/planx\\_downloads/22\\_0176\\_Technical\\_note.pdf](https://www.ribblevalley.gov.uk/planx_downloads/22_0176_Technical_note.pdf)) describes Grafton Street as having 'a maximum of 16 cars' that could park on each side of the road. Clearly this is not a feasible solution, and I would draw your attention to the image taken of the bottom of Grafton Street. Parking on both sides of Grafton Street would result in the street being impassable for cars and pedestrians alike - in particular emergency vehicles.



I believe that RVBC should scrutinise the supplied technical note further, to ascertain where some of the information is not entirely correct – and asking for corrections to be made accordingly.

A proposed solution, should Lidl be granted planning permission for this development, would be the introduction of a 'Residents Parking Zone' on Peel Street, Grafton Street, and Derby Street. This would alleviate parking concerns and allow residents to make use of on-street parking in these areas.

I would like to encourage LCC Highways, in particular [REDACTED] and the RVBC Planning department to investigate this matter further – and conclude whether an objection should be made to the application, following the points made above. Specifically, the emergency services should be consulted – and their views ascertained, as there is clearly a danger to public safety if cars are to be encouraged to park on both sides of Grafton Street.

I look forward to your response,

[REDACTED]