

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 20 June 2022 20:51
To: Planning
Subject: Planning Application Comments - 3/2022/0465

Categories: xRedact & Upload

Name: [REDACTED]

Address: [REDACTED]

Lancashire

Planning Application Reference No.: 3/2022/0465

Address of Development: Post office, 1-3 Bridge Road, Chatburn

Comments: I would just like to note my concern around the proposal due to the potential for another 6 cars to be parked in the vicinity of an already busy road, where parking is scarce. In addition, the proposed staircase will be into an area [REDACTED] and I am not comfortable [REDACTED] with a number of other people, especially due to the security aspect.

From: [REDACTED]
Sent: 19 June 2022 22:18
To: Planning
Subject: Comments on application No- 3/2022/0465

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19th June 2022

Dear Sir or Madam,
Please accept my comments on the planning application for The Post Office
1-3 Bridge Road
Chatburn
BB7 4AW

The application is for conversion of the living accommodation into three flats/bedsits. I object because of several reasons.

The first reason is that the parking situation is already difficult for residents of Ribble Lane, Clitheroe Road and Old Road and the area around the Post Office on Bridge Lane. Three flats/bedsits could mean additional parking needs - at least one car per property and this is not sympathetic to highway safety as per the Ribble Valley Core Strategy Policy DMG1 (General Considerations). Already, during the daytime in particular, parking is often in high demand with a bottle neck created at the turn from Bridge Road on to Ribble Lane by drivers waiting for parking at the local shops or parking in an obstructive way. Indeed, the applicant himself has issues with deliveries to The Post Office store due to parking problems and has to knock on doors to ask for cars to be moved. Additional cars will exacerbate the current issues with highway safety. It preposterous that the planning statement should suggest that the potential residents (should the application be successful) 'are unlikely to be car owners'. There is absolutely no way of knowing how many cars will be a result of three flats/bedsits.

The proposed three flats/bedsits as per the planning statement are not guaranteed to be intend for dwellings for local resident tenants. Should the proposed flats be used for holiday lets, then the disregard for parking for local residents will be even more problematic. The goodwill that exists between local residents who respect each other's desire to park near their own property for practical reasons (prams, access for elder residents etc) will be lost on those renting a holiday let. This is also not conducive to highway safety.

Should the proposed planning be approved, the impact of parking by builders and tradesmen working on the conversion will create a further problem for the duration of any work and should be taken into consideration in terms of highway safety.

Additionally, if the proposed flats are to be used for holiday lets, then this is not in support of the RV Core Strategy in relation to H 1 (Housing Strategy) where the intention is for the creation of

dwellings for Ribble Valley residents. There is no guarantee that the proposed developments will be for the creation of actual long term residential accommodation as opposed to holiday lets.

The planning statement itself contains errors that need to be rectified in order for an accurate statement to be presented. The errors are as follows and serve as reasons as to how amenities in the immediate area will be impacted.

Section 3.4 of the planning statement states that the passage serves as easement access for adjacent neighbouring 2, 4 and 6. However the fact is that 4, 6, 8 and 10 (8 and 10 having been omitted from the planning statement) all have right of way along the passage and through the wagon archway gate. The number of residents that use their right of way for back access to their property, for refuse collection and services such as window cleaning has been underestimated. Currently, residents with right of way through the wagon gate keep the gate bolted and padlocked. A addition of a 'wicket gate' within the Wagon gate compromises security for existing residents.

Adding further housing amenities to this tight space will create potential problems such where additional refuse bins be places for the three proposed properties, increase in noise for existing residents, lessening of privacy and security for existing residents.

The planning statement does not acknowledge that the property is in a flood risk area, with the rear of the properties on Ribble Lane flagged as a flood risk area on local government searches. This would also be the case for the rear of the Post Office which is suggested a the main entrance for two of the proposed flats. Should a flood occur, the properties on Ribble Lane have an alternative escape route through front doors onto Ribble Lane where as the proposed metal dog legged staircases for two of the bedsit/flats have no such exit point.

The proposed metal stairways on the north and east elevations are not sympathetic to the other properties in this conservation area. The planning statement makes reference to 'high quality design' but dog leg metal staircases are not sympathetic to the character of the buildings in the conservation area and are not high quality design. The noise levels created by footfall up two separate metal stairways will adversely affect the immediate properties and the fact that potential tenants will be at first floor height to enter the suggested flats will impact on the privacy of the rear gardens of the local residents.

The planning statement highlights sustainable economic development as justification for the proposed conversation. This is a moot point as the accommodation as it exists is ideal for a family rental and such family rental accommodation is very much in demand in the local community.

Please could you acknowledge receipt of my comments?

Yours sincerely,

[Redacted signature]

Sent from [Redacted]