



27<sup>th</sup> July 2022

Planning Application Number: 3/2022/0632

Grid Ref: 374909 441549

Dear Kathryn,

Thank you for your letter dated 8<sup>th</sup> July 2022 regarding the proposed demolition of Pendle Mill for the creation of a 70-bed care home. Having taken time to review the documents on the planning application, we have some questions and concerns we would like to raise.

**Elevation.**

The elevation of the proposed building (as per Site Section BB) shows the new ridge height as 101.52m, and [REDACTED] 101.55m. The proposed ground floor height of the new building is shown as 87.89m, and the street level [REDACTED] sits at 93.40m. As these two starting levels have a difference of 5.61m (with the new building being lower), we would like to understand why the new building is so tall.

The pitch of the roof on the proposed building appears to be where most of this height is. [REDACTED] is 2.25m from eaves to ridge, with the proposed building being 5.84m from eaves to ridge. Is this height and steep roof pitch necessary?

Please refer to Appendix 1 at the end of this letter to see this represented on Site Section BB.

**Overlooking/Privacy.**

The plans don't show that [REDACTED] and those of our two immediate neighbours, have dormer roof extensions at the rear of the property. This, in addition to [REDACTED] new property. As mentioned on page 13 of the Design and Access Statement, this would result in reduced privacy for the residents of the care home.

Appendix 1 also shows the location of [REDACTED] property.

**Access, Traffic and Parking.**

There is the matter of access to – and parking within – the site, and the proposed change from the existing entrance facing [REDACTED] Pendle Road to directly onto Pendle Road itself. Pendle Road is, as mentioned in the Design and Access Statement, one of the main roads into the town (particularly since the creation of the roundabout on the A59 and the erection of housing at Half Penny Meadows – see Appendix 2 showing the close proximity of this growing development), meaning that traffic is heavy throughout the day.

With the existing traffic and parking issues, the matters of access and parking are causes for concern to us. Appendix 3 shows the concerns highlighted by the developers regarding traffic and the aforementioned overlooking of the property, as well as a mention of using existing access points to reduce disruption.

Access on to Pendle Road to and from the adjoining streets such as Taylor Street, Peel Street and Goosebutts Lane (as well as in and out of the car parks at Lidl and The Factory Shop) is already difficult due to the sheer volume of traffic travelling in and out of the town centre. With the additional housing at the top of Pendle Road at Half Penny Meadows, traffic volume has already increased and will continue to do so

as the developments in that area grow. We therefore feel that the proposed development could have a significant impact on Pendle Road with regards to traffic and have further questions regarding the matter, as outlined below:

1. According to Page 20 of the Design and Access Statement, the proposed access would open directly onto Pendle Road, at the same level as the road. As can be seen on the attached photographs and excerpt from Page 8 of the D & A statement (Appendix 4), the current wall alongside the road varies up to 2.5m high and includes a gas main. How would the access road and the main road be made to be on the same level? Would significant works need to be carried out in order to make this happen?

The Design and Access Statement – Appendix 5 – also references (on Page 22) a ‘Thomas Street’ when discussing access points. I have thus far been unable to find another reference to Thomas Street within the Design and Access Statement or any of the other documents. Is this an error in the paperwork, are we missing this reference within the plans or is a new street being created/named within the site?

2. This development would result in both increased construction vehicle traffic during its creation, as well as increased long-term traffic from both employees and visitors to the home’s residents. The elevated levels of traffic will, in turn, result in increased noise levels as well as increased wear and tear on the road itself and, due to the existing lack of pedestrian crossing amenities, mean that the road will become more even more difficult for pedestrians to cross. Appendix 6 shows the location of the nearest pedestrian crossing to the site.
3. The proposed access point would impact the number of on-street parking spaces available on Pendle Road by 3 or 4 (based on a car length similar [REDACTED] - approx. 4.3m -and allowing for the loss of one space per side of the access entrance) – See Appendix 7 for a visual representation of the on-street parking loss.

A reduction of on-street parking, which is an already limited commodity (particularly on days that away football teams visit Clitheroe Football Club), will result in more congestion of parked cars or away drivers looking for streets further from the Football Grounds to park, increasing the knock-on effect on surrounding streets.

4. Within the plans, references are made the existing transport links within close proximity to the site, namely the Bus Stop on Pendle Road, to the south.

Due to parking on both sides of the road (especially during peak times, such as when Clitheroe FC is hosting a match), in addition to the volume of traffic going up and down the road, buses have to stop in the road to allow passengers to board and alight as pulling in and out of the flow of traffic isn’t always practical or possible. With additional traffic and reduced on street parking, we believe that this issue will be exacerbated.

5. The size of the car park allocated for the building has been specified as having 28 spaces, two of which will be disabled spaces. Based on the calculations within Section 5.27 of the Planning Statement; 15 spaces will be required for staff and 14 for visitors based one 1 in every 5 residents having visitors. This is based on Section 3.2 of the same document, where it is stated that “There would be a minimum of 23 staff on-site at any one time”. The word minimum has been underlined to emphasise that this is the smallest number of staff proposed to be on site; and yet it is how the number of parking spaces has been calculated.

The developers’ calculations come to 29 parking spaces required; meaning that even using these minimum estimates provided in the Planning Statement, between one and three cars (based on utilization of disabled spaces) would require on-street parking on Pendle Road. Which, as detailed in Point 3 of this letter, is already at a premium due to the loss of spaces resulting from the access point move.

We must further consider that during peak staffing and visitor periods, these numbers could rise significantly. For instance, a shift of 30 staff and visitors rising to 1 in 4 residents would result in an additional 8 on-street parking spaces required. Therefore; is there an estimate for the greatest number of anticipated staff on site with which to calculate parking?

Sections 3.2 and 5.27 of the Planning Statement are shown in Appendix 8.

### **Required Soil Pipe Access**

There is the matter of access to the soil pipe that protrudes from the [REDACTED] property. This soil pipe transports wastewater from the [REDACTED]

[REDACTED] Access to this pipe is already limited due to the proximity of [REDACTED] to the building next door (currently a furniture store). Should the changes proposed to the building next to this wall take place, we anticipate that access to this pipe would be nigh on impossible. Please refer to Appendix 9.

### **Rights of Light**

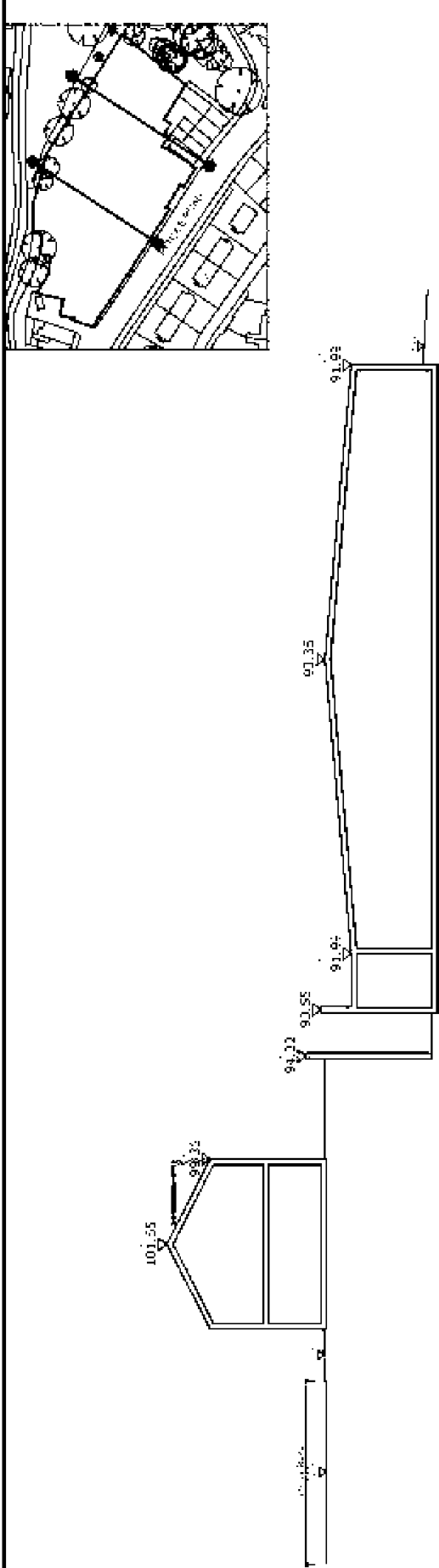
With the proposed size of the new building to the north and west [REDACTED] we believe that light to [REDACTED] will be impacted, particularly in the Winter months when the sun is lower in the sky. The biggest impact of this will be felt in the afternoon and evening, when the sun is moving in a westerly direction, with a smaller impact being felt in the morning. Currently, the low height level of the roof to the west and southwest [REDACTED] means that [REDACTED] have sunlight at the rear of the property into the evening. With the proposed height of the new building mirroring that of [REDACTED] this sun light would be blocked from approximately 3pm onwards in the afternoon during the summer months and approximately 7-8am in the morning (based on data from today using <https://sun-direction.com/city/63845,clitheroe/>). Appendix 10 shows sunlight visible at 7am this morning [REDACTED] alongside a chart showing its position [REDACTED] Appendix 11 shows the line of sight [REDACTED] alongside a chart showing the sun's position at 3pm today until sunset.

Thank you in advance for your consideration of the concerns raised in this letter. We hope that the questions and concerns raised within this email can be resolved before any action is taken regarding this planning application. Please confirm receipt of this email.

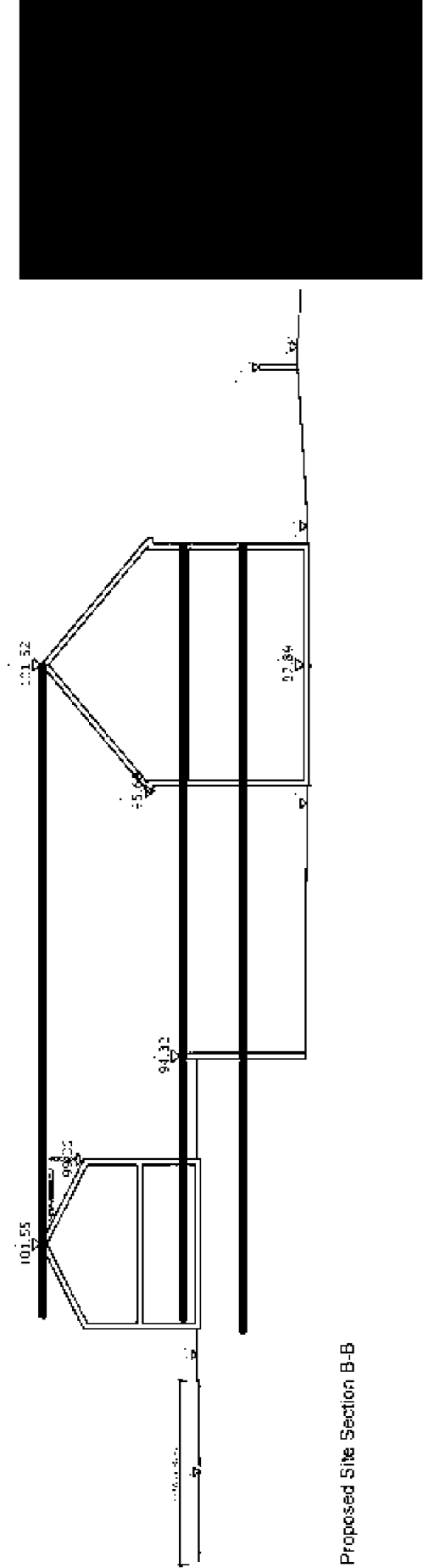
Yours sincerely,

[REDACTED]

Appendix 1 – Annotated to show significance of height in comparison to 25 Pendle Rd and dormer extension to rear of roof of the same property.

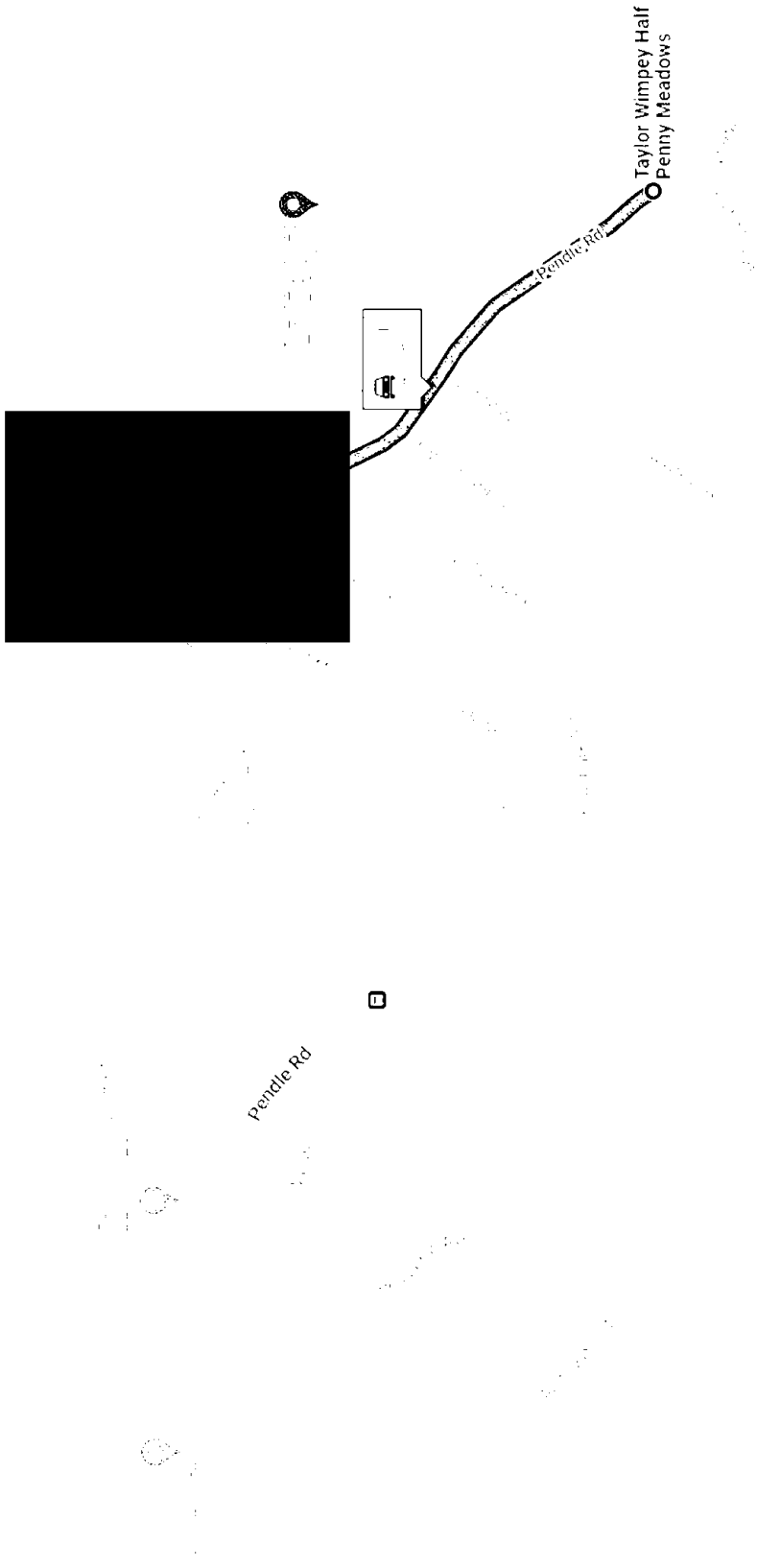


Existing Site Section B-B



Proposed Site Section B-B

Appendix 2 – Half Penny Meadows development alongside its proximity [redacted] and the proposed site.



### Appendix 3 Concerns highlighted by the developers regarding traffic and the overlooking of the property, as well as a mention of using existing access points to reduce disruption.

There are a number of opportunities for the development of the proposed site, there are also a number of constraints that could impact the proposal. Once both opportunities and constraints have been evaluated, a proposal can be designed that will provide a positive development.

The opportunities for the proposal site includes:

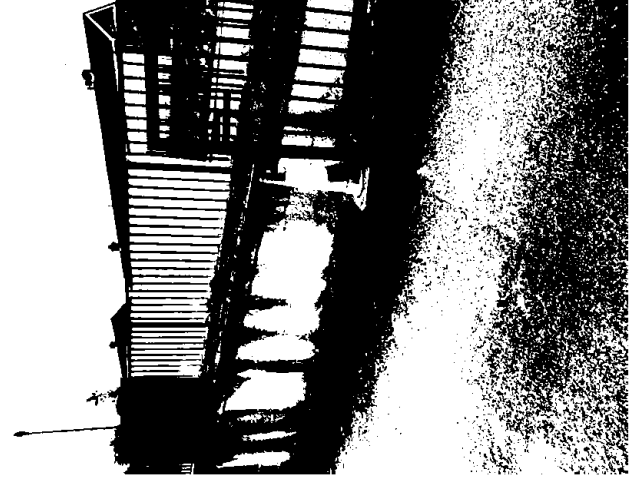
- A roadside frontage exists along Pendle Road which supplies the opportunity for captivating architectural and landscape design.
- Good transport links for pedestrians and vehicles, with public transport connections very close to the proposed site.
- The existing access points could be utilised to reduce the impact of development on the surrounding area.

The constraints for the site include:

- To the South and West of the site are residential properties that could possibly impact the development from overlooking which could reduce privacy of the residents.
- The South boundary of the site is at risk of traffic noise, with Pendle Road being one of the main routes into the town.

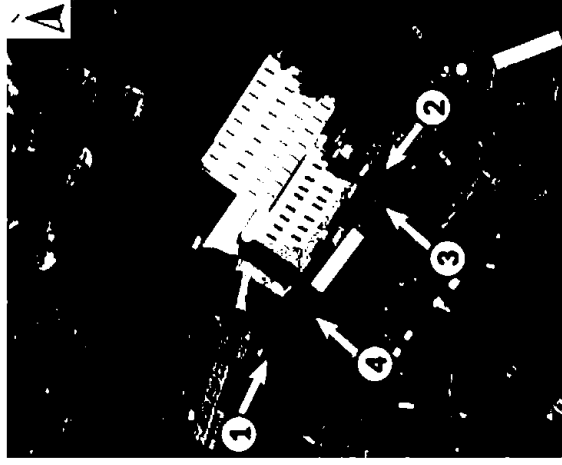


Appendix 4 Showing the area proposed for access onto Pendle Road, including existing gas main.



**Approach Three:** This approach shows the proposed access point located on the corner of Pendle Road. This approach will be and proposed access point will be located on the corner of Pendle Road. This approach will be and proposed access point will be located on the corner of Pendle Road.

**Approach Four:** This approach shows the proposed access point located on the corner of Pendle Road. This approach will be and proposed access point will be located on the corner of Pendle Road. This approach will be and proposed access point will be located on the corner of Pendle Road.



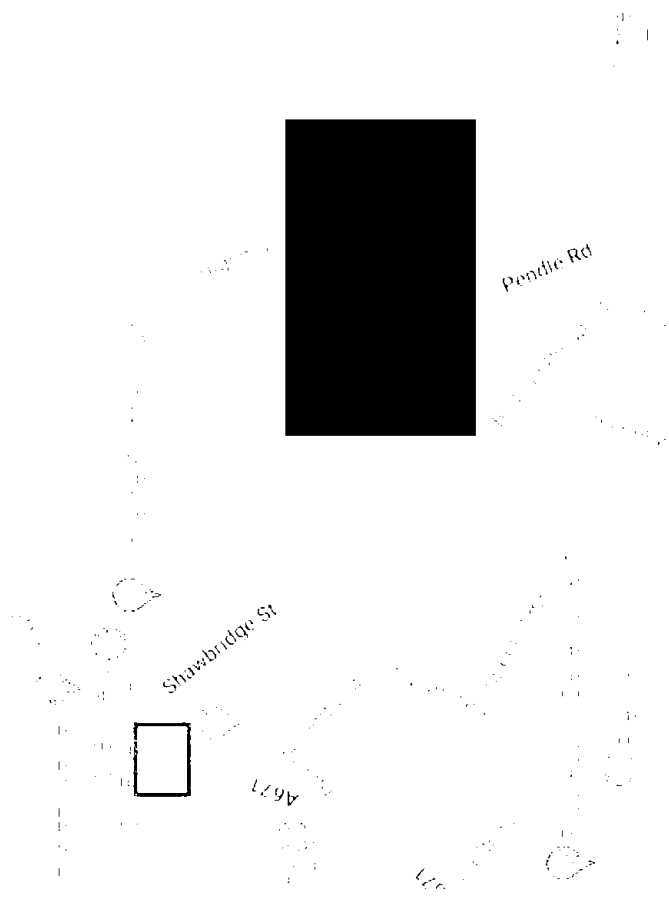
Appendix 5 An excerpt of page 22 of the Design and Access Statement mentioning 'Thomas Street'

**Vehicle Access:**

The development is proposed to be accessed from the south via Thomas Street, which is a public highway. The proposed access point is located on the east side of Thomas Street, adjacent to the existing site.

Vehicle access to the development is proposed to be via a single access point located on the east side of Thomas Street, adjacent to the existing site. The proposed access point is located on the east side of Thomas Street, adjacent to the existing site. The proposed access point is located on the east side of Thomas Street, adjacent to the existing site.

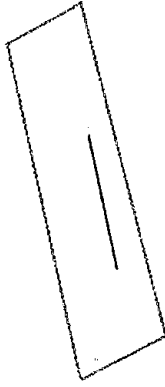
Appendix 6 Showing nearest pedestrian crossing to the proposed site (marked by green box).





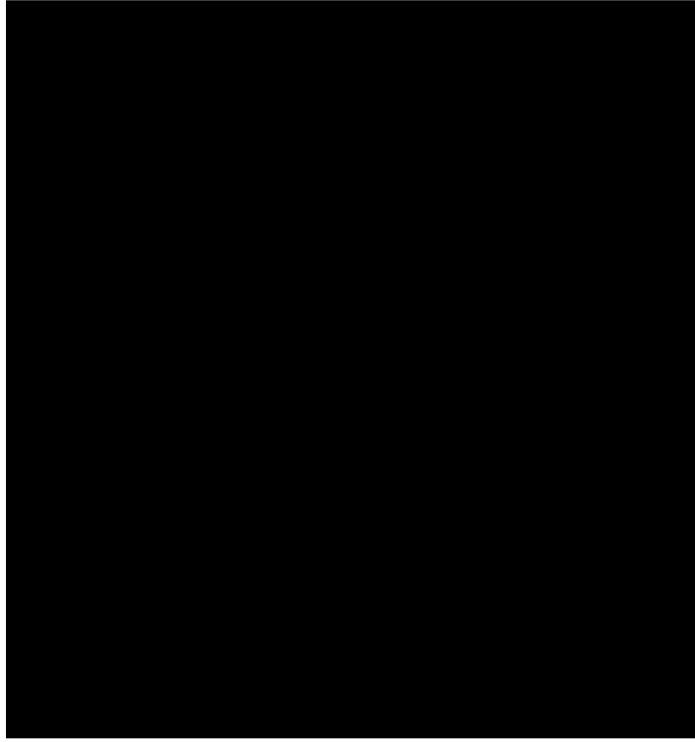
## Appendix 7 On-street parking loss due to access change

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## Appendix 8 Sections 3.2 and 5.27 of Planning Statement

- 3.2 Staff provision is anticipated to be 70 full-time equivalents over three shifts to provide 24-hour care. There would be a minimum of 23 staff on-site at any one time. There are a total of 28 parking spaces proposed, including 2 no. disabled parking spaces and electric vehicle charging spaces
- 5.27 Car parking provision has been calculated on the basis of anticipated staff and visitor numbers, using local census data for travel to work in the local area. The provision needs to show 65.8%. Therefore, 23 staff working at any one time would require 15 car parking spaces. Visitor parking is calculated using local authority guidelines at a ratio of 1 space per 5 residents. Overall, the 70 residents would require 14 spaces. Thus, the 28 car parking spaces are in line with standards. Cycle parking is proposed to comply with local authority standards. Electrical vehicle parking is also proposed.



Massing Model Visualisation - South east corner of the site

Massing Model Visualisation - South boundary of the site

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If someone is threatening you	75
If someone is harassing you	65
If someone is insulting you	55
If someone is annoying you	45

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