

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 02 August 2022 15:01
To: Planning
Subject: Planning Application Comments - 3/2022/0682 FS-Case-441542178

Categories: xRedact & Upload

Name: [REDACTED]

Address: [REDACTED]

Lancashire

Planning Application Reference No.: 3/2022/0682

Address of Development: 1-5 Back St Pauls Street, Low Moor, Clitheroe, BB7 2LS

Comments: Planning Application: 3/2022/0682

Description of Application: Variation of conditions 9 (Parking) and 10 (Bins) from planning permission 3/2017/0920 changing a shared bin store building to storage of bins at each dwelling and to redesign the turning area

Location: 1-5 Back St Pauls Street Low Moor Clitheroe BB7 2LS

Dear Mr Kilmartin.

As residents of [REDACTED] we would like to raise again a number of what we believe are serious highway safety concerns with the above application.

Condition 9 (parking)

Due to the limited width of the access road (3.6m) when this development was originally granted planning permission under application 3/2017/0920, Lancashire County Council Highways requested a suitable turning head to allow vehicles to turn around before entering St Pauls Terrace, therefore avoiding vehicles reversing down a shared use road. The access road has no designated footway.

The turning head now proposed (and already constructed again without permission) as part of this application is of a smaller scale than approved. The recently amended turning area is now of a size that can accommodate a family sized car, however it cannot facilitate the turning of anything bigger than this.

Over the last two days (1st and 2nd August) I have witnessed 5 courier vans delivering to the occupants of plot 1. Each of these vans have approached the turning area attempted to use it and failed. Then either reversed the full length of the lane back out on to St Pauls Terrace (3 vans) or made the restricted manoeuvre down the side of Low Moor Club and out onto St Pauls Street (2 vans).

Therefore highlighting that the turning head is not fit for purpose and can not accommodate anything larger than an average car. Resulting in either:

- Delivery vehicles having to reverse along the full length of the access road and then onto St Pauls Terrace, without safely being able to see. St Pauls Terrace experiences high levels of parking especially around the junction with the access to this site therefore any movements at this location would be constricted and this would impact on the safety of all other highway users.
- Or having to use the restricted lane adjacent to Low Moor Club which has limited visibility (The Highway Authority raised concerns with this access in their original comments for this site).

The narrow adopted highway serving this site is also used as a pedestrian route by a considerable number of local residents, as a route to Low Moor Club and the playing fields, including elderly residents and young children. At 3.6m wide (with walls either side for the majority of it) this is below the recognised acceptable width of 4.1m for a shared surface (pedestrians, cyclist and motorised vehicles). Therefore any reversing vehicles will put all roads users at danger.

It should also be noted that this highway does not have any street lighting. All of the existing properties on St Pauls Street and St Pauls Terrace back directly onto the access road and pedestrians step out of their gates directly onto the highway.

The turning head approved as part of the original application was of a suitable size to accommodate all vehicles visiting the site and would therefore mitigate for the substandard access and parking arrangements and eliminate the need for any reversing manoeuvres along the access road. This is highlighted below in an extract from the original officer's report for application 3/2017/0920:

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.

Can we also highlight that planting has been recently included adjacent to the front boundary wall of plot 1 and the turning head this will over time restrict visibility.

Condition 10 (Bins)

Prior to this development numbers 3 to 32 St Pauls Street and 2 to 8 St Pauls Terrace had their refuse bins emptied from behind their houses. Due to the new development all the bins (up to 38) are now left on the adopted highway at the junction of St Pauls Terrace and the access road for this site on collection day. This causes an obstruction on the adopted highway and will inevitably get worse with the addition of up to 10 more bins once all the new dwellings become occupied.

As part of the original application the new dwellings were to have their bins emptied within the new turning area.

A workable strategy needs to be agreed to manage refuse collection. If the current situation is not addressed highway safety will be compromised and access to the site will be restricted on collection days.

Conclusion

We believe the proposals within this application will have a detrimental impact on highway safety for all users of the adopted highway behind St Pauls Street and therefore as concerned residents we are objecting to application 3/2022/0682.

Kind regards

