

EAL 3 res resp 19



Chief Planning Officer
RVBC Forward Planning Dept
Clitheroe
BB7 2RA

Friday 9th June 2017

Ref: Forward Planning. ' HED DPD PUBLICATION CONSULTATION' Site10 Employment Land at Higher College Farm (Mark Hurst) EAL3 Reg 19.

We oppose the above proposal, adjacent to a number of protected Biological Heritage Sites; Which if developed will be clearly visible from the western fringes of the AONB (*photo attached*), Written Stone Bridleway, Tan Yard Bridleway/Cycle Loop and promoted 'Walks around Longridge' public footpath leading to the protected College Wood.

(Core Strategy: ENVIRONMENT 1.) Consider the Environmental implications ...special areas of conservation and special protected areas , protected species, green corridors and other sites of nature conservation.)

The (Judith Douglas/Mark Hurst) proposal shows scant regard to any landscape, mitigation for biodiversity. There is barely any detail of massing or height limit, even single height units will be clearly visible for miles around.

(Core Strategy: With regards to possible effect upon the natural environment, the council proposes that the principals of the Mitigation Hierarchy be followed. This gives sequential preference to the following: 1.) Enhance the environment. 2.) Avoid the impact. 3.) Minimise the impact. 4.) Restore the damage. 5.) Compensate for the damage. 6.) Offset the damage.)

To the rear of Higher College Farm, a single two storey, grey metal, box unit (M Clegg chilled foods) is highly visible from the AONB, footpaths and bridleways. Future views (*photo attached*), could be decimated by more than 4 acres of similar or worse, clearly out of character and proportion for the open countryside, there is also suggestion of room for expansion immediately east of this site which is of greater concern!

(Core Strategy: In the AONB and immediately adjacent areas proposals should contribute to the protection, conservation and enhancement of the natural beauty of the Landscape within the open countryside. Proposals will be required to be in keeping with the character of the landscape area and should reflect the local vernacular, scale, style and building materials.)

Promotion of tourism in Ribble Valley is vital, thriving tourism and hospitality businesses for which the area is renowned in the area could suffer loss of trade and ultimately job losses, ugly square Industrial units are unlikely to lure visitors. The suggested development here is quite frankly at odds with protection of 'Assets' valuable to the local economy.

(Core Strategy: Tourism and leisure play an important role in the economy of Longridge, Gateway to the Forest of Bowland AONB which leads onto attractive countryside, historic sites and villages. Tourism and recreation support employment in the town...including meeting the needs of visiting walkers, cyclists and sightseeing visitors.....")

Additional HGV traffic to & from the site (*photo attached*) would cause a disturbance, further disruption and increased pollution for residents on through routes past many protected

Conservation Areas, Historic villages, along narrow minor roads & over constricted bridges. The busiest of routes via Grimsargh would suffer from total gridlock, the village bridge is regularly clogged-up with heavy traffic. Residents on through routes suffer constantly 24/7 from HGV's and speeding overnight delivery vans. Excluding the two Y junctions, there are currently FIVE vehicular access points on this short (300metre) stretch of Blackburn Road; three have regular Goods Vehicle deliveries; Corporation Arms, Mark Clegg Chilled Foods & Tootle Green, two private property entrances for Higher College Farm and Woodville Cottage, one field access gate, one reservoir access gate and of utmost concern the access gate for Tanyard Lane for *vulnerable users*; cyclists, horses and pedestrians. Planning permission for similar B1, B2 & B8 use on adjacent land by BKW Ltd is currently pending, approval of both sites would add TWO additional access points for HGV's.

(source LNDP "to promote a vision for well maintained Highways free from congestion). (Core Strategy: The proposals should be well related to the existing highway network and should not generate additional Traffic movements of a scale likely to cause undue problems or disturbance)

Additional through traffic generated from the proposed site heading to the M6 will pass one high school and two primary schools putting children at further risk from airborne pollutants, chiefly where vehicles constantly queue during congested periods at Chapel Hill and Skew Bridge; air pollution from Diesel vehicles (*Diesel Particulates*) is at the highest level of toxicity whilst vehicles are idling and of MAJOR concern to parents of schoolchildren.

(Core Strategy: Consider air quality and mitigate adverse impacts where possible) (EU: UK GOV: EMISSIONS POLLUTION LEGISLATION :: legal limits are set for 'schools that are within 150 metres of roads or other sources of Diesel pollutant.)

There are Children playgrounds on Lower Lane & Dilworth, increased through traffic will increase the potential danger for children and others crossing to access these play areas with prams etc. As regular cyclists, walkers and a keen horse rider we are worried about the potential danger accessing the Longridge Cycle Loop, bridleway & public footpath at Tan Yard Lane where it joins Blackburn Road, almost opposite access to the proposed site, increased goods traffic will cause an immediate hazard for *cyclists, pedestrians & **horses crossing.

*(*RoSPA cycling incidents-75%happen at or near a road junction, more cyclist deaths occur in collision with HGV's) (**British Horse Society... Lancashire...81-reported road accidents involving horses). (Core Strategy: Access 3. Consider the protection of Public rights of Way).*

Blackburn Road is quite literally a death trap;

- TWO pedestrian fatalities, in the last 20 years (one our dear friend and employee) neither caused by excessive driver speed, a second death occurred only a few metres from the proposed site access.
- One horse involved in an RTA with an HGV, the horse received fatal injuries, a few metres from the site access opposite the bridleway.
- An HGV in collision with a car travelling in opposite directions blocked the road for several hours only a few metres from the site access.
- Two incidents involving cyclists close to the Junction with Lower Lane.

(Core Strategy DMG.1 Access 2. ENSURE SAFE ACCESS CAN BE PROVIDED Which is suitable to accommodate the scale and type of traffic likely to be generated.)

The accidents listed above occurred on the straight section of Blackburn Road not near either of the junctions as various past traffic surveys seem to suggest. Shockingly the tragic fatalities do not seem to be relevant to privately commissioned or LCC highway Assessments they

must surely carry some bearing on the final planning decision, traffic has increased since. How many deaths or serious RTA's have to occur before anyone in authority takes any notice?

Predictably there is strong 'public opposition', evident at two recent Parish open meetings. Hothersall Councillors were unanimous in their "Total Opposition" to ANY Industrial site on Blackburn Rd. Particularly exasperating is the notion that developing employment sites at this location will provide an abundance of jobs for locals, when in fact the biggest employer in the Parish, Hillside School employs 90 staff, of these only 5 actually live in Longridge!

A quick drive by survey (5/6/2017) of Industrial Units with Classifications B1, B2 & B8 available locally is confirmation of the simple fact that there is no need for ANY employment provision at this location. In Longridge there are currently 10 empty units, Ribchester 3, Mitton 3, more than 20 along the A59 corridor at Mellor, Whalley and Clitheroe, located safely away from schools and residential areas. In addition there are dozens of allocated acres and empty units available less than 4 miles away at J31a of the M6 easily accessed with a regular 10 minute bus service from Longridge Post Office. Whilst Blackburn Road, Hothersall is poorly served by public transport with only 1 bus every two hours .

(Core Strategy: The proposals should be well related to the public transport network...).

Last but not least we refer to a previous application (*detail attached*) for Rural Workshop Units on land south of Higher College Farm, Blackburn Road which was 'REFUSED' for all the right planning reasons. Whilst we are aware some of the 'planning laws' may have been rewritten since that time, the countryside and site highway location have not. In fact the amount of through traffic has increased to unsustainable levels on the B6243, between Blackburn Road, Hothersall and M6 J31a, and also to the A59, since the application was refused! If RVBC are determined to allocate land for Industrial Units we suggest looking to the Core Strategy for guidance and locate HGV's and Distribution Warehousing adjacent to major Trunk roads.

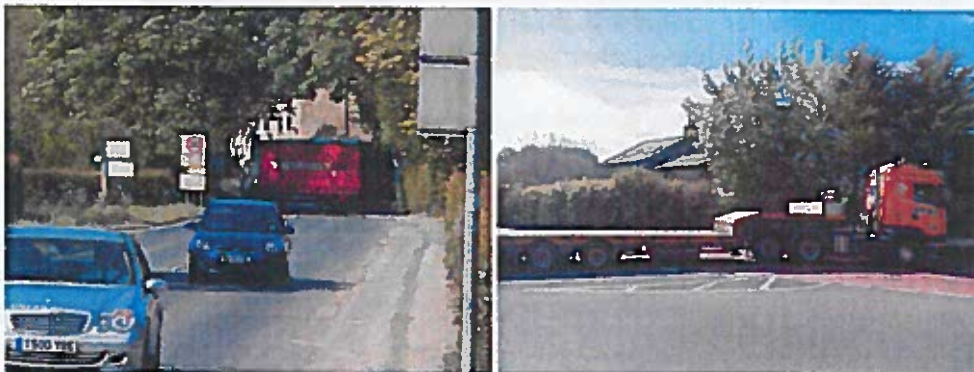
(Core Strategy: It is recognised that suitable locations that are well related to the A59 corridor will have potential to deliver economic growth through the delivery of appropriate sites and the relationship of the site to the primary route network and the strategic road network).

In essence a box ticking exercise allocating a site in Hothersall, when the quota for employment land has already been fulfilled elsewhere in the Valley is totally unacceptable for all the reasons above. We were advised by planners to back up our objection letter using planning laws; in so far as we have no previous knowledge of planning laws we feel we have done our utmost to refer to the 'Core Strategy' to prove said objections are Sound, Justified, Effective and Consistent with the NPPF. We have every faith planning laws will prevail and this proposed site and ANY adjacent application or other proposal from land owners that decide to 'cash in' on land south of Blackburn Road will be rejected for similar reasons.

We are happy to to meet us on site if appropriate to do so and we would be obliged if you would keep us informed of any further decisions, recommendations or comments regarding the above.



Blackburn Road (During site visit with planning officer)10.13am-10.23 am 11/05/2017



Excluding the two Y junctions, there are currently FIVE vehicular access points on this short (300metre) stretch of Blackburn Road; three have regular Goods Vehicle deliveries; Corporation Arms, Mark Clegg Chilled Foods & Tootle Green, two private property entrances for Higher College Farm and Woodville Cottage, one field access gate for farm vehicles, one reservoir access gate for inspection vehicles and of utmost concern the access for Tanyard Lane for *vulnerable users*; cyclists, pedestrians, horses and riders. Planning permission for similar B1, B2 & B8 use on adjacent land by BKW Ltd is currently pending, approval of both sites would add TWO additional access points for HGV's.

Re; Mark Hurst Site 10 Employment land at Higher College Farm EAL3
Reg 19 Objection Deadline Friday 9th June ' HED DPD PUBLICATION CONSULTATION'

RVBC Planning Ref 3/2006/0329:- Planning Permission PREVIOUSLY REFUSED Harrison. Rural Workshop Unit Land south of Blackburn Road

LCC Highways comments: Additional information to Refusal Document;

*Extract of letter from LCC Traffic & Development Engineer East (Brian Cooper)
31/05/06*

"I would urge you to refuse the application in the interests of road safety and good highway planning.

The precedent created by an approval of this proposal without such justification would make it more difficult to refuse applications of a similar nature on the remainder of the field."

The location drawing below for the above PREVIOUSLY REFUSED application shows access onto the highway from an existing private access Road. Traffic has increased substantially over the last 11 years on Blackburn Road including the number of HGV's to two current businesses operating from the rear of Higher College Farm.

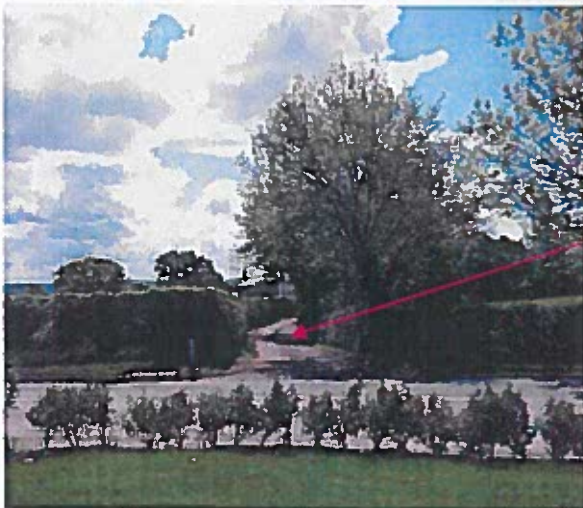


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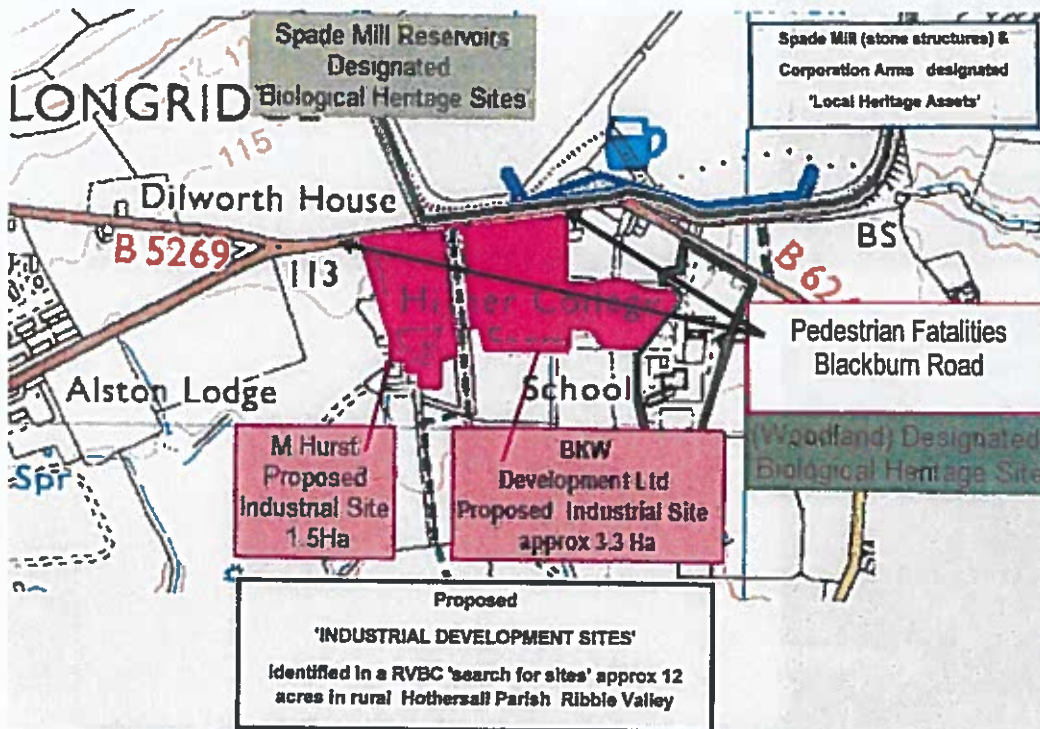
Higher College Farm Blackburn Rd
proposed site 10 (4 acres)

Views from AONB boundary, Written
Stone Lane bridleway & footpath
(looking SSW)



Higher College Farm, Blackburn Rd
*access track proposed site10
(4 acres)*

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Units and acres of employment land available M6, J31a.



Various empty Employment Units available in Longridge, Ribchester, Mitton and other Ribble Valley locations on the A59 corridor.

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RIBBLE VALLEY BOROUGH COUNCIL

Development Department

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

Telephone: 01200 425111

Fax: 01200 414488

Planning Fax: 01200 414487

Town and Country Planning Act 1990

REFUSAL OF PLANNING PERMISSION

APPLICATION NO: 3/2006/0329

DECISION DATE: 21 June 2006

DATE RECEIVED: 19/04/2006

APPLICANT:

John Harrison
c/o Agent

AGENT:

Alan Kinder Associates Ltd
Town Planning Consultants
79/81 Manchester Road
Burnley
BB11 1JY

DEVELOPMENT PROPOSED: Outline application for the erection of rural workshop units.

AT: land off Blackburn Road Hothersall Longridge Preston Lancashire

Ribble Valley Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission **has been refused** for the carrying out of the above development for the following reason(s):

- 1 The proposal is considered contrary to Policies G1, G5 and ENV3 of the Districtwide Local Plan and Policy 5 of the Joint Lancashire Structure Plan which seek to limit development in the open countryside to uses which are both appropriate to a rural area and meet identified local employment needs. Approval of such an application without sufficient justification would result in further development to the visual detriment of the open countryside.
- 2 The proposal is contrary to Policy G1 of the Districtwide Local Plan in that it would lead to conditions to the detriment of highway safety. This is due to the increase in turning movements at the existing access located on the derestricted length of highway where overtaking manoeuvres frequently occur.
- 3 The proposal if approved would set a dangerous precedent for the acceptance of other similar proposals which would cause visual harm to the landscape and render more difficult the implementation of the established planning principles of the Local Planning Authority.

Note(s)

- 1 For rights of appeal in respect of any reason(s) attached to the decision see the attached notes.

STEWART BAILEY
DIRECTOR OF DEVELOPMENT SERVICES

