

Ribble Valley borough Council

Regeneration and Housing

Council Offices

Church Walk

Clitheroe

BB7 2RA

RECEIVED BY
CHIEF EXECUTIVE

12 APR 2019

FAO	
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Comments on the proposed modifications to the Development Plan document ie on the proposal to include the site at Haugh Head farm, Simonstone as a possible site for housing development. (Modification number MM5-24).

Many objections have already been submitted for the Inspector to consider as part of the Examination process. We, the residents of the area in question, now wish to submit the following additional objections, based on the Housing & Economic Development Sustainability Report and based on the traffic in the area. We also include photographic evidence to illustrate our objections.

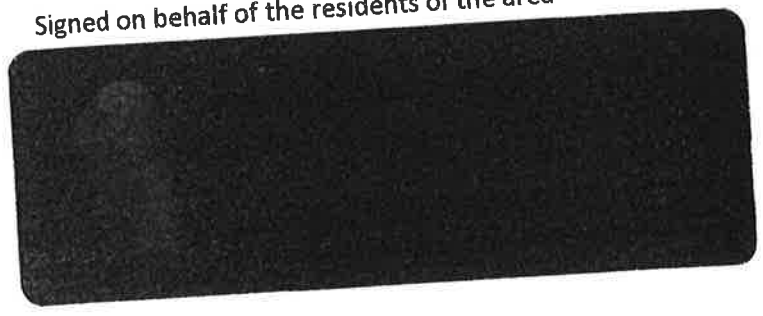
1. All distances in the report (to schools, amenities etc) are given "as the crow flies" (ATCF). We would question the reason for this as obviously people cannot walk or drive ATCF.
2. Site is located within 500m of a primary school (Point 2) – it is 700m to a primary school even ATCF. As the roads are haphazard due to the rural nature of the area, the distance by road to one school is 1 km and to the other almost 2 km.
3. Site is within 500m of a frequent bus service/stop or railway station (Point 2) – there is no railway station nearer than Burnley or Clitheroe, there is no bus service along the local lanes as it was removed a few years ago, and ATCF, the nearest bus stop is 600m. This translates into 1.3 km of walking, along roads that are narrow, busy and without pavements in several places.
4. Site is located within 500m of a play area and sports facility (Point 3) – the nearest play area and sports facility are both over 500m away ATCF. (The tennis club is within 500m but is out of use, awaiting refurbishment).
5. Site is within 1-4 km of a GP surgery (Point 3) – the nearest GP surgery is 4.1 km away and does not always have capacity for new patients.
6. Site is within 5 km of an existing further education facility (Point 7) – it is unclear what is meant by a further education facility but based on the usual definition of 18+, the nearest facility would be Burnley College which is 9 km away.
7. Site is within 500m of a bus service (Point 18) – see our Point 3 above.
8. Site is unlikely to have a discernible effect on levels of walking or cycling (Point 18) – we dispute this vigorously as whilst the building work is in progress (which would realistically be for several years), walkers and cyclists would not want to expose themselves to the dangers of mud & debris on the roads, construction vehicles trying to manoeuvre round the narrow country lanes, an increase in the number of vehicles travelling at speed round right angled bends, blind summits etc.

General objections

1. There is no mention of where the access to the site would be. The lane bordering the site is extremely narrow with a right angled bend at each end. It does not provide sufficient width for construction vehicles to turn onto the site.
2. The roads around the proposed development site for quite a distance are not suitable for either large construction vehicles, for a higher volume of general traffic or for pedestrians. Most of the roads do not have pavements, and those that do exist are very often covered in debris from a previous building site, thus forcing pedestrians to walk in the road. The roads are already quite busy - there are horses from the many stables in the area, dog walkers, parents with children walking to school, elderly people taking exercise - and any increase in traffic, such as would arise from a further twenty houses in the area, would only exacerbate the existing situation. Narrow roads are dangerous to walk along and children would need to wear hi-vis jackets to ensure some degree of safety.
3. Cars parked on both sides of the road near both primary schools and cars parked on one side of the road in narrow areas means that in many places, the roads are only suitable for single traffic. Vehicles frequently have to brake sharply to avoid oncoming traffic, and people's driveways have to be used as passing places.
4. Workmen's vans use the roads past the site as a cut-through from Whalley to the Barrowford area to avoid the already busy main road.
5. There is a permanent "Flood" sign on one road, and the "Give Way" sign on the same section, at a very dangerous crossroads, has been on the ground for several weeks.
6. The roads are constantly being patched up and would struggle to cope with a higher volume of traffic, particularly heavy construction traffic. They have not been repaired from the construction traffic for the previous development at Meadow View.
7. Has a parking area been set aside for contractors' vehicles? The initial 20 workers would mean 20 vehicles blocking the road, thus causing an obstruction.

To sum up the second section, we feel that in proposing this site for possible development, not enough attention has been paid to the matter of a serious increase in traffic, both from construction traffic during building and from general traffic when the proposed houses would be occupied. If 20 four bedroomed detached houses were built, as has been suggested, this would probably lead to a minimum of 40 extra cars in an area of narrow lanes, right angled bends, blind summits & bends, horses and cyclists, pedestrians having to walk in the road, single traffic in places, vehicles driving at speed around corners on the wrong side of the road, and roads already in a bad state of repair in places. We would therefore ask that this site be removed from the register of possible development sites and that a more suitable site be sought.

Signed on behalf of the residents of the area





Horse rider unaware
of vehicle behind



Illegal parking
reducing visibility
on corner



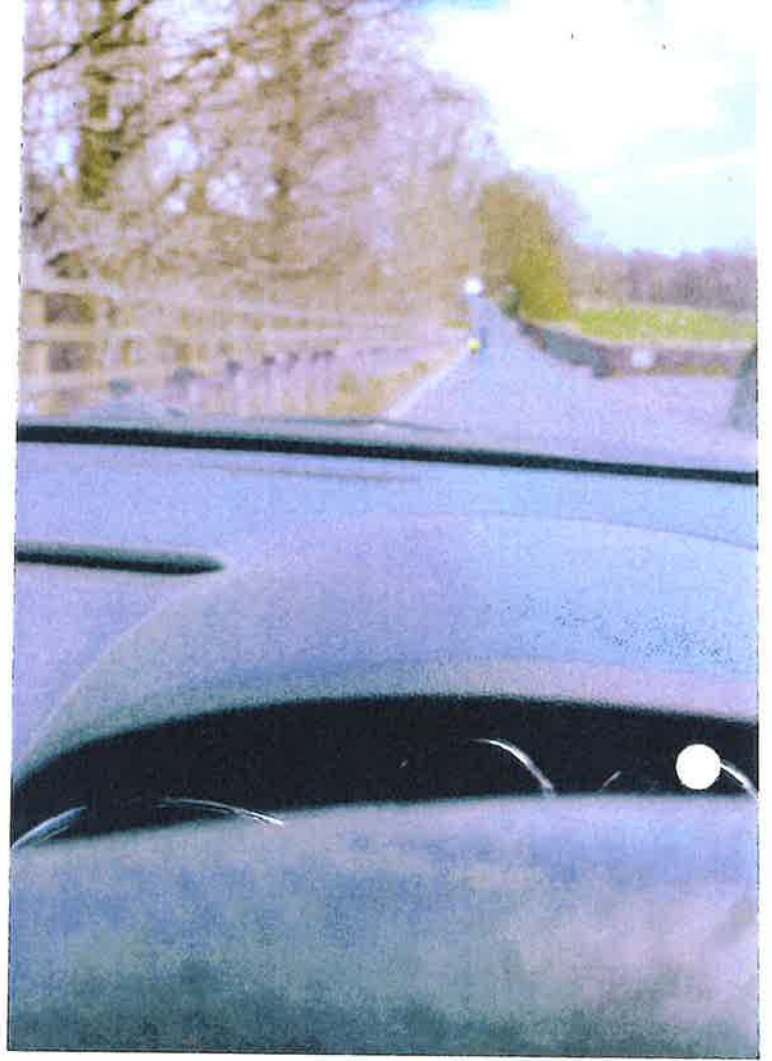
Emergency park
to allow vehicle to pass.



Parking reducing
road to single track



Give way sign
"given up"

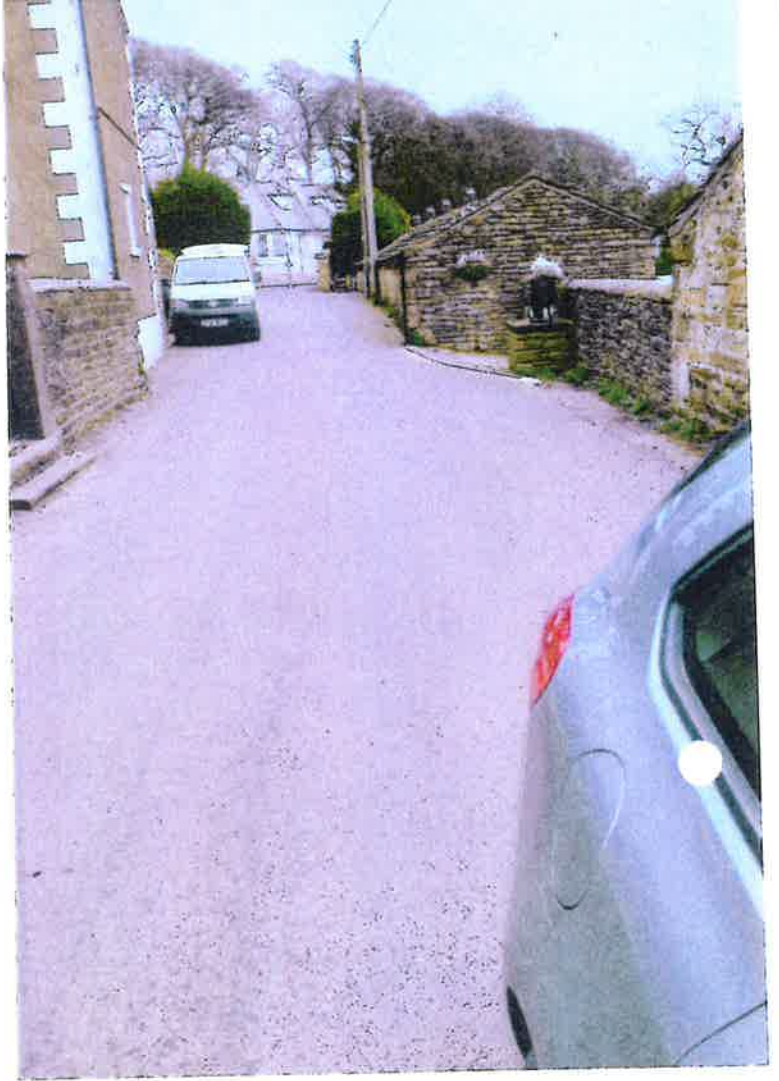


Hazard.

Mother walking
with pram on wrong
side of road.



Everlasting Flood
Sign for 2 years or
more



Reduction of
road width



Parking on driveway
to allow vehicles to
pass



Another builder's
van at speed
"cutting through" to
avoid the main road
congestion



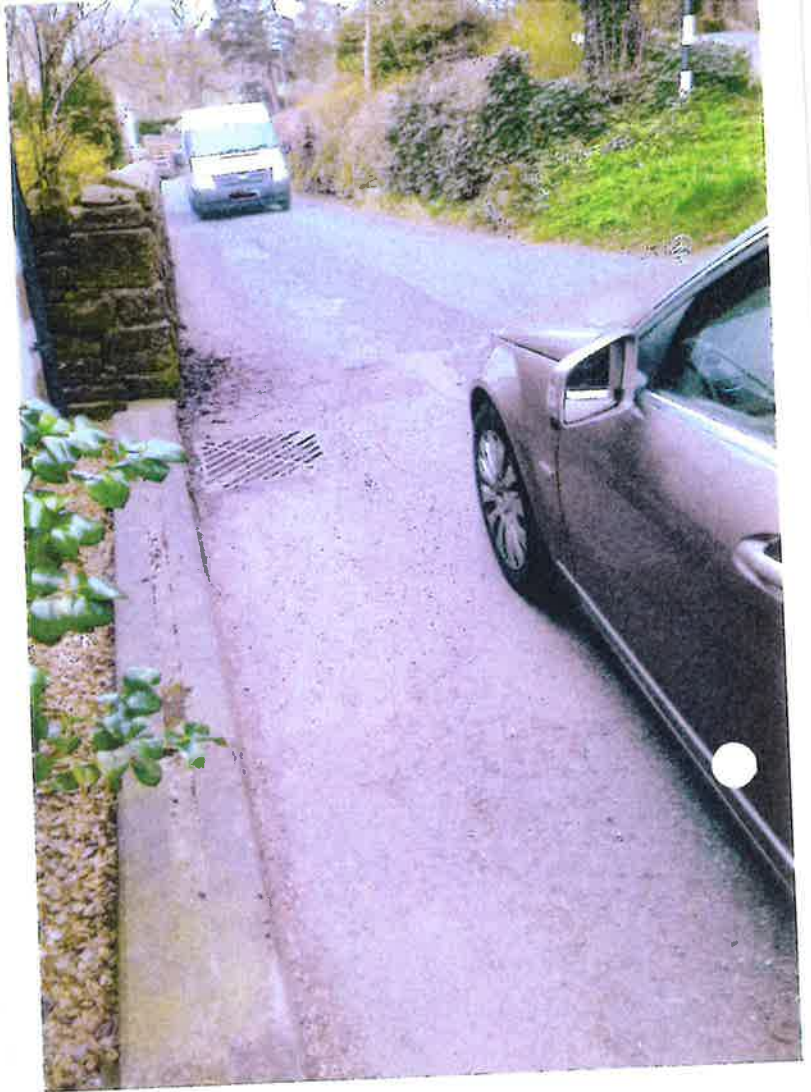
Emergency braking
for corner due to
too high speed.



Broken road surface
near to school and
church.



Poor quality road
surface



Road reduced to
single track width
and no passing place



Emergency braking
for corner and cars
parked on corner
reducing width of road



Parking reducing
road width



Driver making emergency deviation as ~~car~~ van coming over ~~the~~ crest of hill at speed forces his way through.

