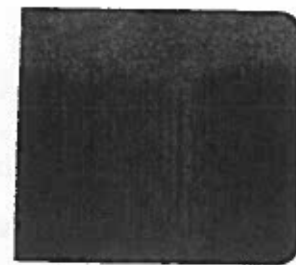


HED DPD Submission
Council Offices
Church Walk
Clitheroe
BB72RA

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CHIEF
21 AUG 2018



MM 153

Mr Colin Hirst.

FAC

16th August 2018

Dear Mr Hirst,

Ref pmods22HEDDOD

I object to the proposed building of additional houses on the additional sites for the reasons listed below.

In the **Town and Country Planning Act 1990** and the **Districtwide Local Plan (adopted 1998)** and other later amendments and additions and in particular **Section 2.1.6, 2.7, 3.1.2 (b), 8.7.3 and 8.8.2 of the Districtwide Local Plan**, places an obligation on the Ribble Valley Council to consider the effect on infrastructure, transport and quality of life among other things.

I believe there has been insufficient consideration or provision of junior school places, local public transport, road networks, car parking, health and employment in Clitheroe and the surrounding area.

It is deceitful and almost meaningless to refer to the distance from a development site to a school and imply it fulfils a planning requirement without stating whether the school has room for additional pupils. Virtually all the Council's planning obligated criteria's supporting evidence is similarly casually presented with little or no sign of the thoroughness required of a public body.

Education.

There is already a shortage of school places with parents not able to take their children to their nearest school. The proposed additional housing has insufficiently considered this.

Transport.

It may be desirable to discourage car use, but this won't happen if the local bus service is inadequate. Town centre shops need customers but if they can't park their car or travel by bus the town centre shops will close and people will go to other towns making more car-mile journeys. A family's weekly food volume is too heavy to carry any distance and requires a car if there is no bus service. Bus services from the outskirts of Clitheroe is none existent from some areas and almost none existent everywhere in the evening, leaving residents with no alternative but to use cars. Evidence in the Greater London area show when public transport is used in preference to private cars, Ribble Valley public transport is non-existent by comparison.

The few exit roads from Clitheroe are already congested and when one is closed by an accident traffic is reduced to walking pace on the others. The proposed additional housing has insufficiently considered this.

Road Network in the Clitheroe area.

The road network is already inadequate for the number of cars, commercial vehicles and heavy good vehicles with traffic coming to a standstill at times on a normal day, when there is an accident on one road it creates gridlock in the whole area. The proposed additional housing has insufficiently considered this.

Car Parking in the Clitheroe area.

There is inadequate public car parking space, some car parks have had spaces reduced by the Council, streets are lined with parked cars and congested with cars trying to move through them. The proposed additional housing has insufficiently considered this.

Health.

Over the past 20 years there has been little or no provision for extra health service facilities in the Clitheroe area. In this period there has been a significant increase in the number of houses built. Waiting times to see a doctor has increased accordingly. The proposed additional housing has insufficiently considered this.

Employment in the Clitheroe area.

It is very likely that any extra housing build will mean those living there will work outside Clitheroe, the woefully inadequate public transport system will require them to use private cars. The proposed additional housing has insufficiently considered this.

Yours sincerely,

