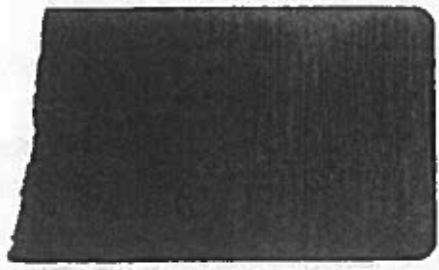


MM119

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CHIEF EXECUTIVE

29 AUG 2018



FAO

Pmods, Forward Planning Team,
Ribble Valley Borough Council,
Council Offices, Church Walk,
Clitheroe, BB7 2RA

27 August 2018

Dear Sirs,

Please find below my comments regarding the proposed development of 40 houses on land off Hawthorne Place, Clitheroe. Your references MM2 and SITE Devpr3 refer.

Yours faithfully



and



Access

- The entrance to Hawthorne Place (HP) is very sharp, so that it is impossible to exit left onto Waddington Road (WR) without crossing into the far lane, i.e. you need a gap in the traffic both ways in order to simply turn left.
- For cars turning into Hawthorne Place this means a dangerous situation exists as cars are unable to turn off Waddington Road if there is a car trying to get out of HP causing tailbacks and potential gridlock on WR.
- With steadily increasing traffic in Clitheroe, this situation is happening more and more.

Width of road, quantity of cars, and number of houses

- When the road was built in late 19th century, traffic was minimal and car ownership was rare. At this time Hawthorne Place only serviced 10 houses and a small farm.
- Around 1935, the road was extended, a new farmhouse built and 12 plus 7 further houses were added. Car ownership was still only for the minority.
- About 2000, 22 more houses were added, doubling the number again. Car ownership now has typically 1 car per household.
- Now, in 2018, you propose to add 40 more houses. Car ownership is now nearer to 2 cars per household.

- THIS IS AN 8-FOLD INCREASE IN PROPERTIES, AND APPROACHING 100-FOLD INCREASE IN VEHICLES.
- THROUGHOUT THIS PROGRESSION OF PROPERTY NUMBERS AND CAR OWNERSHIP, THE CARRIAGEWAY SIZE HAS NOT CHANGED, BUT THE WIDTH REQUIREMENTS HAVE:-
 - Pre 1900 the required width was for 2 horses and their draw bar at 3' 6" each, which makes 1.2m.
 - 1935 had typical car width of 1.4m
 - 2000 typical width was 1.6m
 - Today *typical* width is 1.8m with many vehicles being up to 2m (e.g. BMW X5 1.931, Ford Edge 1.928 *without wing mirrors*)
- Although HP broadens slightly to 6.8m further up, the current width of the road at the WR end of HP is only 6.5m. Thus, given a 4x4 parked on either side of the road, perfectly parked (which they seldom are) and mirrors in, there is not enough room for a fire engine to get through.

Parking

- On a typical morning or evening, the street will be parked up on both sides leaving only a single vehicle width available for access in or out of Hawthorne Place. Increasingly, the WR end of HP (the narrow end too!) is also used daily as free parking by people working in Clitheroe or taking the train, rather than paying to use Chester Avenue.

Gas Hazard

- *Please be aware that* there was a HIGH PRESSURE GAS MAIN laid under Hawthorne Place serving what was ICI, now Johnson Matthey. The road surface was allegedly laid to motorway standards to protect this. **WHAT GUARANTEES CAN WE HAVE THAT THIS WILL REMAIN IN SAFE CONDITION?**
- At some time prior to the last tranche of building work there was a gas leak. At that time 2 or 3 fire tenders attended with various other support vehicles, and could not get satisfactory access. Whilst the incident, in hindsight, was only minor, any future problems faced will surely be worse now with increased likelihood due to more properties and worsening access (see above notes re Access).
- Note also that Fire Tenders are larger these days too. A fire engine is now 2.55m wide excluding wing mirrors.

Drainage

- *Please be aware that* there is a surface water drainage stream that sources in the field adjacent to the proposed development, which then crosses this field of the proposed development. It is not apparent because it has been culverted. The original scheme was simply flagstones either side of the stream then another flagstone across the top. When the

Hawthorne Farm development took place as a condition that there was a system of large pipes put in place to contain any flood waters and that system, I believe, was linked to that original culvert.

- In Jan 1992 and again in Dec 1993 this stream overwhelmed its culvert and caused flooding in the field and behind houses as far down as number 14 (photos available).
- Where the culvert goes behind the existing houses it uses a 2ft concrete pipe situated between Hawthorne Place and Park Avenue, but only as far as behind 14 Hawthorne Place. At this point it REDUCES as is joined to a larger clay pipe which is ONLY 18" DIAMETER.
- This watercourse then goes below Waddington Road (another flood problem point), out to the St Vincent housing complex before turning west and crossing the Manor Place Housing Development (where it has given some problems too.), then going under the cemetery, finally via a waterfall to the stream along Waddington Road and joining the river just downstream of Brungerly Bridge. The watercourse closely follows the 80m contour taking 2.1km to reach the waterfall at a 72m slope, which equates to a fall of only 1:250
- Again, WHAT GUARANTEES CAN WE HAVE THAT the flooding we experienced in Hawthorne Place will not recur.

Beyond Hawthorne Place

- The western side of Clitheroe is divided from the rest of the town by the railway. Waddington Road Bridge is the only viable way through, and this bridge repeatedly floods every winter, effectively cutting us off from the town.
- The other 2 minor bridges are both single car width and of no use at such a time. The bridge near Dawsons (Chester Avenue) is one-way, and the other bridge (Milton Ave) cannot cope as it is in the middle of 100m of a single track non-maintained road. Even with the best of intentions it is impossible to give priority to either direction to achieve any 'flow' of traffic, and especially so due to parked cars.

Infrastructure

- More houses in Clitheroe will cause the population to increase – the Doctors, the Dentists, and the Schools are already struggling to cope. The Health Service has been curtailed despite building a new hospital – no A&E and no Maternity facilities. The Police Station has been closed and the Railway Office is under threat of closure (despite a desire for better transport links and adding trains to Hellifield).
- The Ribble Valleys Core Plan gave a figure for the number of houses to be built to meet housing requirements. This figure has already been exceeded, so why are you looking to add yet more housing developments?

Traffic

- **The traffic problems at Waddington Road Bridge and junction are now aggravated by the additional pressure of the development at Manor Place, and there is already another larger development in the pipeline near the cemetery which can only use Waddington Road.**

Environmental

- **Consider the global implications – any land built on will never be returned to agricultural use, and yet we depend on such land to provide our food supply!**
- **If there is genuinely a need for more housing in Clitheroe, for Clitheroe people, then surely there are some brownfield sites that can be utilised instead.**

end