

From: Parish Clerk <clerk@wiswellpc.org.uk>
Sent: 08 October 2019 07:05
To: planning
Subject: Application 3/2019/0834 Greenacre, Whiteacre Lane, Wiswell BB7 9BL

Categories: Yellow Category

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Wiswell Parish Council have no objection in principle to the development and are pleased to note the sympathetic design and materials of the elevations which face towards the village but have serious concerns about the methods and management arrangements, not only during construction, but also during demolition.

Wiswell village has been subjected to almost continuous disturbance and loss of amenity during the last ten years due to the concept of 'demolish and rebuild'. The brunt of this has been taken by the residents of Pendleton Road. This development, however, is located in a part of the village where access is restricted and there are no facilities for further 'on-road' parking. Indeed, damage to the verges is a recurring problem on Cunliffe Lane. The heritage signpost at the junction of Whiteacre Lane, Old Back Lane and Cunliffe Lane has also been refurbished recently at significant cost with a grant from Ribble Valley Borough Council and damage already regularly occurs at this triangle.

For construction arrangements, we encourage the normal conditions adopted by RVBC regarding hours of work etc but in this case there must be control over the routes to be used, particularly for the four axle HGV's which will, inevitably, require access and egress. Articulated vehicles should not be allowed.

For the recent similar project at Willow Spring, Pendleton Road, the developer provided a temporary road right round the inside of the site so that vehicles could drive in and out without reversing or parking outside the site. This practice should be adopted during demolition and reconstruction at Greenacre, even if a new temporary access is required, perhaps straight in off Whiteacre Lane. The site is large enough to accommodate this as well as a site establishment for office and storage.

There is evidence of damage and disruption on Old Back Lane due to heavy vehicles and there has been a good deal of correspondence with LCC Highways concerning this.

Equally, Back Lane is unsuitable, particularly at the junction with Cunliffe Lane. Also, as the turn into Cunliffe Lane from Pendleton Road is greater than a right angle, this is also difficult unless vehicles proceed towards Pendleton and reverse into Leys Close.

The developer should be required to submit a Transport Management Plan confirming the routes and vehicles to be used.

Wiswell Parish Council