

Development Control
Ribbles Valley Borough Council

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 2020/0294-5
Our ref:
Date: 20th May 2020

Dear Sirs

Re: Planning Application 20/0294-5

Address: Town Farm Main Street Pendleton BB7 1PT

Description: Proposed conversion of detached barn to create single dwelling with associated parking and curtilage.

With respect to this application whilst we could not object to it, there are concerns about the application and the comments made in the Transport Statement.

There has been a lengthy Transport Statement submitted with this application, there are a number of concerns relating to the information within this document. Whilst we would concur that the traffic generated by one additional dwelling would not have a major effect on the highway infrastructure or any road safety implications. We would refute the summary of the statement regarding sustainable travel options on page 21.

- In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance and thus reduce single and multi-occupancy car trips and thus reduce trips on the network for a semi-rural area.

The statement contains a table from The Institute of Highways and Transportation entitled Acceptable Walking Distances (page 16). With the exception of a Public House, a restaurant, a Dry Ski Slope and a Community Hall it is not certain that any of the facilities listed as part of the table (food shop, public transport, Primary or Secondary School, crèches, local play area, Health Facility or Recreation Facilities)

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are actually reachable within the 2000m preferred maximum distance. It is also noted that some of these proposed walking routes are actually across open field, hardly practical whilst carrying a week's shopping. Additionally with the exception of approximately 375m, none of the proposed walking routes contain any footway, including the A59 a former trunk road. Many of the roads suggested as walking routes have a National Speed limit road posted. The report acknowledges that walking often forms part of a longer journey including public transport or cars.

The statement also makes reference to the bus stop with-in the village. There is only 1 bus that stops at this stop, a school service to St Augustine's Roman Catholic High School. It is believed that next nearest bus stop for other bus services including services to the 3 other Secondary schools in the area, is over 2.3 kilometres away. The majority of this walking route, as much of the other walking routes proposed are on un-lit roads. Thus the sentence at the foot of page 19 should read that "A school's need for the area".

The area available as a cycle catchment is not disputed. An omission from the statement is that the food shops, post offices, banks and other such amenities in Clitheroe or Whalley both involve crossing one of two High Speed A roads, being the A59 and A671 respectively.

We would refute summary that the area can be considered "as being accessible by public transport, walking and cycling in accordance with planning policy guidance". It could be said that anybody walking from Pendleton is more likely to walk up Pendle Hill than walk to Clitheroe or Whalley.

Should you wish to support the application we would wish for the following conditions to be added to the application

1. No deliveries shall be made before 9.30 am and after 3.00pm to avoid conflict with traffic (vehicular or pedestrian) during peak hours on the narrow approach roads Reason: In the interest of highway safety.
2. Before the access is used for vehicular purposes, that part of the access extending from the carriageway boundary to the gate to the site shall be appropriately paved in tarmac, concrete, block pavements, or other approved materials. **Reasons:** To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users
3. Any gates to the dwelling(s) shall open away from the highway to ensure that any vehicle entering the site can pull clear of the highway
4. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

5. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. This is requested due to the nature and location of the site. It shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) The erection and maintenance of security hoarding
- v) Measures to control the emission of dust and dirt during construction
- vi) A scheme for recycling/disposing of waste resulting from demolition and construction works
- vii) Details of working hours
- viii) Routing of delivery vehicles to/from site

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 0300 1236780.

Yours faithfully

Simon Hardie
Highways Development Control
Lancashire County Council

Notes

1. The village of Pendleton lies in an area covered by a 7.5 tonnes weight limit except for access, it is expected that the Construction Management plan will highlight this. Access to the site should only be made from the A59.