

[REDACTED]

From: [REDACTED]
Sent: 09 April 2023 20:22
To: Planning
Cc: [REDACTED]
Subject: Planning Application 3/2023/0153



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9th April 2023

For the attention of Stephen Kilmartin

I note the planning application for the proposed erection of a 66 bed care home (use class C2) for elderly people with associated parking which is a significant change of use from the current extant consent for a 23 dwelling residential development. Notwithstanding, LNT Care Developments (LNTCD)(the applicant) attempts to establish in principle that access for a use class C2 via Whalley Road is a fait accompli given that the site has passed the residential test. I believe that is a bridge too far.

When the A59 Whalley – Clitheroe bypass road was opened in 1974 it was intended to be a solution to the seemingly perennial problem of too much traffic (mainly commercial transport) clogging town and village streets. As a result the village of Barrow benefited greatly and so to permit use class C2 traffic to access the care home from Whalley Road, bearing in mind the substantial increase in traffic since the bypass opening, would be a retrograde step particularly when access from the A59 is feasible via the McDonald roundabout or the new roundabout which is part of the adjoining proposed industrial development.

This application must stand or fall on its own merits rather than be compared with the residential permission. To do otherwise would permit the applicant to make an unfair comparison and so ameliorate the adverse effects of having a C2 use class within our midst bringing with it unacceptable vehicle traffic.

LNTCD readily accept that there will be “A total of 25 car parking spaces are proposed, as well as an ambulance/delivery/drop-off area, 3 accessible spaces, and 6 EVCPs. A secure bike store will also be provided for residents and visitors to use (8 spaces). Accessible bays are provided closest to the building as standard, and a taxi/delivery/drop[1]off/ambulance bay is also located in close proximity to the main entrance.”

Where we do agree is the pedestrian access arrangements, for staff and visitors, assisted by the frequency of public transport.

In a nutshell use class C2 traffic via the A59 and pedestrian access via Whalley Road.

The Travel Plan is lacking in detail and is devoid of data that deals with the “Benefits to the Community”. At 3.6 the applicant states that “The local community will benefit from reduced traffic generation, reduced congestion and travel delays, improved road safety and increased opportunities to improve health and quality of life.” On a stand alone basis approval of this application will achieve the opposite results.

The Care Home will generate non-residential traffic along Whalley Road and so the environment will NOT benefit from improved air quality, less noise and dirt/dust/particulates at the roadside and reduced carbon emissions.

At 3.9 LNTCD says that "Travel Plans also help to contribute to continual improvement and reduced impacts on wider environmental problems, notably climate change." True as a general rule but alas not in this case.

As a [REDACTED] I object to an increase in Use Class C2 traffic as a direct result of the proposed Care Home and note that the LHA presently require further information before the application can be fully assess and so I would urge the LHA and RVBC to interrogate further the Traffic Plan. I believe it will not deliver the benefits to the community since it is unclear, inter alia, as to who will police its effectiveness and the impact upon local residents.

Yours sincerely,