

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 08 March 2024 09:17
To: Planning
Subject: Planning Application Comments - 3/2024/0020 FS-Case-593680491

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2024/0020

Address of Development: Alston Dairy
Alston Lane
Longridge
PR3 3BL

Comments:

Alston Dairy Alston Lane Longridge Preston PR3 3BL
Ref 3/2024/0020

Dear Mr Kilmartin

Although I cannot see any real need for the farm shop, I can see some benefit to the local community, therefore I am not totally opposed to the farm shop being constructed nor the extension to the dairy. I do however have serious concerns about the size and positioning of the separate store, including concerns regarding road safety at the junction between Pinfold Lane and Preston Rd. The artists impression of this junction (visualisation 2) is misleading, as in reality this could not be achieved without making significant alterations to the existing entrance. I can't see that this has been considered anywhere in the application. Section 3.5 of the transport statements seems only to be regarding the entrance to the store off Pinfold Lane.

Since the new entrance to the housing estate and the turn right lanes were introduced, the Pinfold Lane junction has become quite problematic. The Preston bound lane is now much narrower than it used to be, and certainly much narrower than the artists impression portrays. This causes traffic to drive closer to the kerb, making it much more difficult to see approaching vehicles whilst attempting to exit Pinfold Lane. There are further complications caused by vehicles turning right out of the junction opposite, and by the fact that Pinfold Lane is very well used by walkers, quite often with children and dogs. Most of these pedestrians, quite reasonably choose to cross Preston Road directly opposite Pinfold Lane, which unfortunately generates an additional hazard to contend with. There isn't enough room for a large vehicle to enter Pinfold Lane whilst a car is waiting to exit, and in peak traffic times, it isn't unusual to have to wait several minutes before

being able to exit Pinfold Lane.

Although the application states that the store is for logs and machinery, and will only be visited occasionally, this would likely change in the future with the potential to significantly increase the amount of traffic, especially HGV's, using this junction. I also feel that once a vehicle access off Pinfold Lane into the store area is established, it would almost certainly be used as an additional access to the wider site should further development be allowed in the future.

I understand that highways have been informed of this planning application. I feel however that they need to be made aware that the improvements to the sight lines at the Pinfold Lane junction, inferred by the artists impression, may not be possible.

I therefore respectfully request that you forward a copy of this letter to the relevant highways department.

This is so that they can take my concerns and observations, as [REDACTED] into consideration when making their response.

The proposed store, although described in the transport statement as a 'small storage building', is in fact a substantial 465m² structure that would look completely out of place in open countryside, and I can see no valid reason to justify positioning it in that location. If the store is ancillary to the farm shop or dairy, then surely it should be close to the other buildings with access through the existing, more suitable dairy entrance. If not ancillary, it could be sited elsewhere, for example on an existing industrial site or a more suitable brownfield site; somewhere where it would blend in and not be an horrendous blot on the landscape.

I therefore request that you do not support this proposal in its current form, principally because the proposed store is too big, located in open countryside, out of keeping with the area and would cause increased traffic flow through a totally unsuitable junction.

Yours sincerely

[REDACTED]

From: [REDACTED]
Sent: 08 March 2024 10:20
To: Planning
Subject: Ref 3/2024/0020 Alston Dairy Alston Lane Longridge PR3 3BL


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**Alston Dairy Alston Lane Longridge PR3
3BL**

Ref
3/2024/0020

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Yours sincerely

[REDACTED]

From: [REDACTED]
Sent: 08 March 2024 13:27
To: Planning
Subject: Planning Application No 3/2024/0020 Commercial retail development Alston

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Planning Officers & Councillors

We wish to express our concerns regarding the above proposed development. In general we consider the development acceptable. However, the annex of a storage depot utilising the private road junction of Pinfold Lane is of great concern for the following reasons

1. The use of the Pinfold Lane as a commercial junction is totally unacceptable and does not meet planning requirements with regard to the splay visibility regulations. In fact it fall far short especially in the right-hand visibility splay.
(Requirements stipulate visibility of 43m along the curb to the right and 43m to the centre of the road to the left from 2.4m behind the road junction which a speed limit of 30mph)
2. The submitted plan TR-4135_01-A1 indicates the presence of a grass verge on the southbound carriageway north of the pinfold junction. This grass verge does not exist, the hedge borders the curb of Preston Road.
3. The Transport statement states falsely that there have been no traffic injuries within the vicinity of the proposed development, there have been 4 accidents of which 1 was fatal.
4. To position a storage facility away from the main development seem illogical as it will necessitate the use of the main road to travel between the main facility and the storage annex via a junction which is not suitable for such a purpose. At the same time the main facility has an excellent junction which is more than capable of servicing the needs of both the commercial retail outlet and the storage facility.

I hope you can take some time to consider the above points and recommend the plans be amended to address our concerns.

Your Sincerely

[REDACTED]

[REDACTED]

From:

Sent:

[REDACTED]
08 March 2024 14:00

To:

Cc:

Subject:

[REDACTED]
Retail development Alston: Planning Application 3/2024/0020.



This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Planning Officers and Councillors

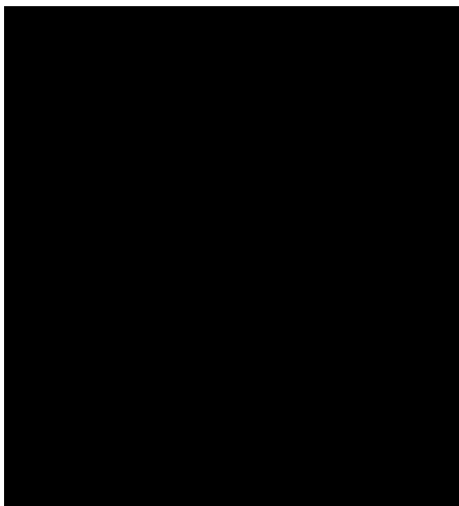
With reference to the above planning application 3/2024/0020, we would like to raise the following concerns:

1. **Pinfold Lane is primarily access for several properties including our own, Baines Farm.** Why have all Pinfold Lane residents not been approached as part of the formal consultation process as development of the storage facility will have implications for our own legal access?
2. **Safe use of the junction of Pinfold Lane with the main highway.** This has been a matter of concern for many years. Several serious accidents including one fatality have taken place since [REDACTED]. The interaction between the Pinfold Lane and the new residential development north of Pinfold Lane has only made matters worse. Development of a storage facility at the end of Pinfold Lane with the associated access requirements is not feasible or safe. Pinfold Lane is simply too narrow and does not permit safe co-ordination of traffic entering and leaving simultaneously.
3. **Footpath and bridleway.** Pinfold Lane itself is a narrow registered public footpath and bridleway. It is used extensively by walkers whose only means of entry and exit from Pinfold lane is via the road surface itself. The transit of additional vehicles (including vans, tractors and heavy goods vehicles) to and from the lane will jeopardise safe movement of walkers and horses. In summary, this is an accident waiting to happen. We formally wish to place this on the record so this concern can be raised in the event of any future serious accidents should this development be given the go ahead.
4. **Lines of sight from Pinfold Lane along main carriageway.** This is an issue in both an easterly and westerly direction as lines of sight do not meet planning/highway requirements. The plans and visual representations included in this application are inaccurate and do not reflect the exact topography and configuration of the associated hedges and main highway edges. In summary, leaving Pinfold Lane has always been extremely precarious as lines of sight are heavily compromised.
5. **Location of the storage facility.** The location of the proposed storage facility from the farm/dairy/shops is separated by green space. This seems pointless for the following reasons:
 - o The dairy/shop already has excellent safe access. By co-locating the storage facility with the existing dairy and proposed shop development will eliminate access/safety issues along Pinfold Lane.

- The storage facility is directly in front of a neighbouring property which seems unfair given the adjacent land available to the west of the proposed storage facility. Whilst we understand that 'rights to a view' do not exist, the storage facility does in our opinion alter the character of the area. The opportunity to locate the storage facility within the existing footprint of the dairy and planned shop seems to make much more sense. The current separated development away from the dairy does nothing to protect green space as it creates a development discontinuity. How much more open green space are we willing to lose?
 - Locating the storage facility adjacent to Pinfold Lane with the associated green space between it and the proposed shop development will make a subsequent successful planning application for further buildings and infrastructure likely- this seems like a convenient way to facilitate a future application and should be stopped.
6. **The impact to existing shops and businesses in Longridge.** Despite our feedback above, we support further development of the dairy itself as it will continue to support the local community by bringing extra revenue and jobs to the area. However, with three major supermarkets in Longridge and many superb local business, does the local area really need an extra retail development? Will this not compromise existing businesses in Longridge?

We hope that the above feedback can be incorporated into the planning approval process.

Yours sincerely



From:

Sent:

11 March 2024 10:59

To:

Cc:

Subject:

Fw: Planning Application 3/2024/0020. Retail development Alston



This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Subject: Planning Application 3/2024/0020. Retail development Alston

Dear Planning Officers & Councillors

We wish to express our concerns regarding the above proposed development. Our main concern is the annex of a storage depot being placed directly in front of a longstanding private residence which we feel is extremely inconsiderate considering the amount of alternative space that is available to them. Also, utilising the private road junction of Pinfold Lane is of great concern for the following reasons :-

1. Pinfold Lane is a designated Bridleway numbered BW0302119 & BW0302121. It was recently identified as part of "Longridge Loop" when a sign was erected stating no vehicle access and is used regularly by walkers and bird watchers. It is also the only reasonable access for residents on the lane, namely Fair View; Pinfold Farm, Pinfold Barn, Burys Farm, Burys Farm Cottage, Baines Farm and Baines Farm Barn, in fact the only reason the lane has tarmac laid is that the residents clubbed together and paid for it for their own benefit, it is not heavy duty and not for commercial use. It is a single track lane of only one vehicle width.

2. The use of the Pinfold Lane as a commercial junction is totally unacceptable and does not meet planning requirements with regard to the splay visibility regulations. In fact it falls far short especially in the right-hand visibility splay when exiting. (Requirements stipulate visibility of 43m along the curb to the right and 43m to the centre of the road to the left from 2.4m behind the road junction with a speed limit of 30mph)

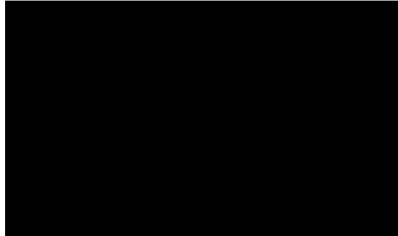
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4. To position a storage facility away from the main development seem illogical as it will necessitate the use of the main road to travel between the main facility and the storage annex via a junction which is not suitable for such a purpose. At the same time the main facility has an excellent junction which is more than capable of servicing the needs of both the commercial retail outlet and the storage facility.

I hope you can take some time to consider the above points and recommend the plans be amended to address our concerns.

Your Sincerely



From: [REDACTED]
Sent: 11 March 2024 22:47
To: Planning
Subject: PLANNING APPLICATION REF. 3/2024/0020 - ALSTON DAIRY


This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sirs,

I refer to the PLANNING APPLICATION REF. 3/2024/0020 – ALSTON DAIRY and would like to submit my concerns as follows:

Background –

We were [REDACTED] to [REDACTED] on [REDACTED]. The property [REDACTED] to the [REDACTED]. All [REDACTED] on the [REDACTED] look out onto [REDACTED].

Access adjacent to 249 Preston Road:

The proposals refer to utilising an existing footpath adjacent to 249 Preston Road. This access was created in recent years to establish a short cut for dairy staff to access Alston Dairy from Preston Road. Prior to this, full access to Alston Dairy was via a public footpath through Bolton Fold Farm. We understand that this footpath is deemed out of bounds to Alston Dairy staff. Since the recent positioning of the Milk Shed on the new car park on Alston Dairy, members of the public are also using the access via 249. We consider this access to be a public nuisance and impacts [REDACTED]. We consider that the access is a danger to the public, both when entering and leaving the pathway, for the following reasons:

- A. When we exit [REDACTED] we have obscured views of pedestrians exiting the access pathway and walking immediately onto our drive. Small children or dogs cannot be seen from the driving seat of our car. This is a serious hazard and we have recently narrowly avoided injury to pedestrians. We expect the increase in footfall, due to the introduction on site of the Milk Shed will also have a significant impact on us when trying to negotiate the increased flow of traffic whilst attempting to [REDACTED]. Pedestrians walking onto the path from Preston Road onto the Dairy walk straight out on to the existing service road, used purely by HGV lorries – surely this cannot be considered safe practice?
- B. Litter – On many occasions, [REDACTED] remove cigarette packets, cigarette ends, drinks cans and general litter [REDACTED].

C. Privacy. Members of the public [redacted] the access route. We abided by [redacted] and sited [redacted]. The [redacted] are all [redacted] of [redacted]. By allowing this footpath to service increasing numbers of dairy staff and members of the public, [redacted] This will obviously get worse if the shop/café and dairy extension is approved. [redacted]

Increase in Volume of traffic on Preston Road:

Allowing the development will undoubtedly significantly add to the volume of traffic on Preston Road, a very busy road with numerous accidents and fatalities occurring over the last few years. Although we understand that a traffic survey has been carried out, we feel that a more in depth survey would be required to establish the true facts based on the number and types of vehicles, the excessive speed of traffic (despite the speed restrictions in place) and the pollution caused. Allowing the development to go ahead will add further pollution, including noise pollution to the existing residential houses opposite and adjacent to the development.

Increase in Volume of traffic on existing Service Road adjacent to 249 Preston Road and Proposed New Service Road/Delivery Bay to rear of proposed Shop/Café:

The service road adjacent to 249 is in operation 5 days per week with very limited traffic on Mondays, Wednesdays and Fridays, usually between 7am earliest to 5pm latest. Tuesdays and Thursdays are the busiest days with HGV vehicles. Saturday and Sunday have no traffic at all as the dairy is closed at the weekends.

We understand that the proposal is for the dairy and shop to be operational 7 days per week, with the dairy being open 7 days per week from 4am – 7pm (or 4am - 10pm, both times have been suggested in the Planning Application). This will no doubt increase the volume of HGV's to an excessive level for a residential area. Our concerns are:

Increase in noise pollution and carbon emissions:

We understand that a Noise Impact Assessment was undertaken at the north of the proposed development which will impact on the property on Pinfold Lane and that mitigation is proposed for day time noise only. There is no mention of a Noise Impact Assessment being undertaken at the south of the development. The HGV path/road [redacted] and we have the sounds of HGV engines running whilst idle, sounds of truck reversing beeps and “stand well clear, vehicle reversing” sounds. These sounds are all heard [redacted]. We believe that an increase in traffic including longer hours and weekends, will cause severe sleep disturbance, premature awakening and will prohibit us from opening our windows overnight in summer due to the excessive noise, vehicle lights and diesel fumes. We feel that the increase in

traffic will have a severely detrimental effect on the quality of our lives, health and wellbeing. Quiet enjoyment of our garden during the weekend will be severely disrupted.

Drainage/Water Management:

We note that the drainage plan for the new development shows that the proposals connect to the existing culvert. The 3 residential properties to the south of the proposed development are not connected to the public drains, they also connect to the existing culvert/watercourse. We are concerned that the considerable increase in land and foul drains will have a detrimental effect on the current residential properties to the south of the site. As the Planning Department are aware, [REDACTED] the Design Engineers been made aware [REDACTED] and do the proposals consider the potential risk of flooding [REDACTED] due to a considerable increase in drainage to the existing watercourse/culvert? Can the planning department or the developer please assure us that there will be no risk of flooding [REDACTED] or the other [REDACTED] In the James Hall Planning Statement submitted with their application, they conclude that the flood risk to the site is “low and acceptable”. Any potential flood risk to [REDACTED] would not be considered “acceptable”. Should Planning Permission be granted for the development, we would request written assurance from the Planning Department and/or Developer that any flooding of [REDACTED] could be rectified at the cost of the Developer.

Vibration of Land During and After Construction:

Should the development be approved, we have serious concerns regarding the potential adverse effect on the [REDACTED] caused during the early phases of the construction. Has consideration been given to the potential impact of vibration on the surrounding land during land clearance, heavy plant and machinery and soil compaction machinery, etc. [REDACTED] and properties opposite the proposed development? Will the developer take responsibility for the consequences should the construction have an impact on the structural stability of any of the properties?

Visual Amenity/Visual Impact/ Landscape and Townscape Protection:

The proposed development will take away the Open Countryside feel to the area of Alston. Currently the site has open green fields adjacent to Preston Road which have been regularly used over the years for grazing cattle and sheep. The current dairy building sits back from the roadside by over 50 meters and is visible beyond the green fields when driving or walking past on Preston Road. The new proposal takes away the majority of green fields and the views to Longridge Fell. Our concerns are that the development will strip away the character and countryside setting of the village of Alston by turning a considerable length of Preston Road into an industrial estate. Please see attached photographs of the current visual amenity to the south of the development.

The Design and Access Statement submitted with the application refers a number of times to the impact the development will have on [REDACTED]. In their Landscape and Visual Impact Appraisal, they conclude that the visual impact on properties to the south of the site will be “Low Sensitivity, Negligible Sensitivity”. We feel that this sensitivity level is directed at the owners of Alston Dairy, not the residents adjacent or opposite. The sensitivity value by destroying the visual amenity/visual impact of the area should be classed as HIGH SENSITIVITY,

For all of the reasons given, we do not agree that the proposed development meets with the criteria of the Longridge Designs Principles

1. It does not conserve and enhance the local natural environment
2. The predominantly green appearance of the area will not be maintained with appropriate green space as the vast majority of the site will be developed with oppressively tall buildings (shop height 8.9m), concrete service areas, car parks and storage buildings

CONCLUSION

The approval of this application will create increased noise pollution, light pollution, air pollution and will negatively impact the residents adjacent to and opposite the proposed development. I am not averse to farm diversification in principle. However, as you are aware and must take into consideration, Alston Dairy is now part of the James Hall Group of companies (Spar Convenience Stores) and the “Farm Shop” and “Alston Dairy” will not be run by local farmers, nor indeed the farming family who, until recently, occupied the site for generations.

We would therefore respectfully ask that this proposal is declined and the negative impact on the open green space and the local residents is considered seriously.



