From:

Sent: 05 August 2024 15:40

To: Planning

Subject: Planning application 3/2024/0361

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External Email

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Good afternoon Emily,

I would be grateful if you could note the following observations and concerns regarding the 'Construction Method Statement' recently published online concerning 2 George Street, Whalley.

Demolition of utility room, garage and wall to front garden. Construction of two-storey extension to side and rear, single-storey extension to side.....

The single story extension mentioned is at the rear not at the side.

The site access will be clearly identified within the heras fencing which will be positioned along the edge of the access way in line with the boundary from the edge of the existing lean to single storey element of the house. Sufficient space will be maintained for vehicular/emergency access at all times. Scaffolding will be erected within the site boundaries and therefore not restrict the access down the side as the two storey extension is set back from the boundary line.

The plans do **not** show the extension being set back from the boundary line and scaffolding erection typically requires a larger footprint than the immediate work area to ensure stability and safety. This footprint can encroach on access paths even if the scaffolding is erected within the site boundaries.

The presence of scaffolding can significantly impact the movement of materials and personnel around and outside of the site. It can create bottlenecks and restrict efficient site operations, especially as the access road down the side is already narrow.

Scaffolding near boundary lines can have unintended consequences on neighbouring properties, such as overhang or interference with their access and activities. I presume compliance with local regulations regarding scaffolding near property boundaries would need to be adhered to.

Although the statement does not specify the exact width of the access road even with the extension set back, (which, as mentioned previously, is not indicated on the plans) scaffolding can still cause an obstruction, making it difficult for people and vehicles to pass through safely and efficiently.

6. Measures to Control the emission of dust and dirt during Construction.

While hose sprinkler systems can help control dust, their effectiveness is limited by factors such as wind dispersion and the need for continuous application. These systems might not ensure consistent coverage, especially in larger or more complex areas of the site.

Even small construction projects can generate significant dust depending on the nature of the activities performed. For example, activities like demolition or material handling can produce substantial dust regardless of the project's overall size.

The assumption that hard standing completely eliminates dust is incorrect. Hard standing areas can still generate dust from materials used on-site and from the movement of vehicles and equipment. Moreover, construction activities might break up these surfaces, leading to additional dust.

7. Measures to manage surface water and prevent Pollution.

The existing ground conditions alone may not be sufficient to manage the increased surface water resulting from construction activities. Comprehensive soil and hydrological studies should be conducted to determine the ground's capacity to handle additional water.

The statement lacks details on the design and capacity of the proposed drainage system. Obviously it would be essential to ensure the system is designed to handle peak water volumes during heavy rainfall and that it integrates with existing drainage systems.

Relying solely on the existing ground conditions and a yet-to-be-installed drainage system poses significant risks. Potential flooding and erosion could occur, leading to property damage and safety hazards. Moreover, excess water runoff could impact nearby roads, creating hazards for vehicles and pedestrians.

The residents of George Street are well aware of the amount of noise, dust and disruption that construction work can cause. The major concern, however, has to be the access road at the side of the proposed construction. Planned scaffolding measures rarely go exactly as intended and what sounds good on paper may not actually be achievable in real life.

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