

From: [REDACTED] >
Sent: 22 February 2021 11:29
To: Planning <planning@ribblevalley.gov.uk>
Subject: Fwd: Coarse Farm Garden Centre

Sent from my iPad

Begin forwarded message:

From: [REDACTED] >
Date: 13 January 2021 at 20:48:48 GMT
To: planning@ribblevalley.gov.uk
Subject: Coarse Farm Garden Centre

Planning Department

Ribble Valley Borough Council

Dear Sir or Madam

Application 3/2020/1091 - Coars Farm Garden Centre BD23 4SN

Thank you for consulting me on the above proposal.

I do not wish to raise any objections. I nevertheless have the following observations and questions, which I respectfully ask you to consider in your determination:

Planning and Transport Statements

The traffic survey appears to have been limited to one week in mid-September 2020. Are you confident that this is able to provide a representative measure of typical future traffic flows, in particular during high season for tourism? I would also ask if the survey results will be reviewed in light of the likely reduced traffic as a result of the impact of Covid-19, especially holiday and leisure related traffic (though delivery vans were likely increased contributors!). Has there been a consideration of the potential increase in traffic numbers associated with the expansion of the current café, provision of the farm shop and visitors to the restaurant and bar, if the latter is to be available to non-residents?

The Planning Statement (para. 5.2) states: *'This section of road is relatively straight and obstacle free'*, which seems contradictory to the Traffic Statement, which of the road says; *'...visibility does not meet the standard for a derestricted carriageway...'*, or does that comment only relate to visibility at the entrance to Cars Farm? As the application notes, there are no footways on the road in the vicinity and I imagine users of the proposed development would use the road as pedestrians and/or cyclists. Whilst lower on average, I note that speeds at weekends in excess of 60mph were recorded. I imagine these were recorded for motorcycles, if the past 60 years living by this popular route are anything to go by.

If pedal cycles weren't included in the survey results, please give consideration to the fact that this road is also a very popular route with cyclists. If the proposal is approved I would suggest that as minimum the current worn road markings on the approaches to Coars Farm and the other properties at Mere Syke (each side of the border with N Yorkshire) are renewed and consideration be given to additional markings/signs to alert motor vehicle users of the likelihood of pedestrians and cyclists.

Whilst I don't have any particular concerns about it, I would question the accuracy/clarity of the following statement in the Transport Statement summary on p4: *'The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the*

number of car trips to local facilities'. I am not aware of any local facilities within 2k (other than those provided by the current/proposed facilities at Coars Farm).

Drainage Strategy – It's noted that the discharge of surface water and treated sewage effluent will be via the culverted watercourse which flows under the public highway via manhole 21 to 22 as shown in Appendix B of the Drainage Strategy. There's been flooding of the road at this location with surface water on a number of occasions during periods of extended rainfall in recent years, believed to be due to blockage of the culvert. If the proposal is granted permission, the applicant will wish to ensure the culvert is well maintained by the highway authority.

Yours faithfully

[Redacted signature]

[Redacted signature]