

From: [REDACTED] >
Sent: 17 February 2021 12:39
To: Planning <planning@ribblevalley.gov.uk>
Subject: Planning Application 3/2021/0076 - Mitton Rd, Whalley

17 February 2021

Application 3/2021/0076 Queen Mary Terrace and Bridge Terrace, Mitton Road, Whalley, BB7 9JS

Dear Laura Eastwood,

Please find below my concerns and suggestions regarding the proposed demolition of 34 existing dwellings and the erection of 50 new dwellings at Queen Mary Terrace and Bridge Terrace, Mitton Road, Whalley BB7 9JS. Whilst the increase in the number of houses in this area is 16, as the majority of the current housing is vacant, the effects will be notable if 50 new houses are sold and occupied.

1) Firstly, I am concerned by the amount of traffic this new development would create. The figures presented in section 5 of the 'Transport Statement' document seem to be very low estimates of the volume of traffic created by 50 new houses. Due to the proposed cost and size of the housing in this development, it is likely that there would be 2 cars at the majority of the homes, possibly more at the 4 bedroom dwellings. As the homes are likely to be occupied by working families, (with the possible exception of the homes for the over 55s) I would suggest that there would be around 80-100 cars across the site. If only 75% of occupants used their cars on a daily basis, this would be considerably more traffic and journeys than the report suggests. This will cause increased traffic on Mitton Road, the junction at the old Grammar School and through the village. If the majority of the vehicles travelled through the centre of Whalley, this would create even more congestion through the village which is already gridlocked at peak times, including school start and finish times and the 5-6pm travelling home time. I have observed traffic queuing through the village in the morning and evening including buses unable to pass through the centre, particularly in front of the shops on King Street where the road narrows in front of Whalley Surgery. It should be noted by the Planning and Development Committee that most traffic from the Calderstones Estate travels in the direction of Whalley rather than towards Great Mitton through the village to the A59 via Billington, or to the motorway network via Accrington Road.

2) The details within the planning application relating to the traffic surveys, state that they were conducted during the current pandemic when working from home, school closures and the 'Stay At Home' advice issued by the Government were in effect. This information is therefore unreliable and does not represent normal traffic levels. It is fair to say that traffic is much busier than suggested and cars are likely to be travelling at, or in excess of 35-40mph on this section of Mitton Road, particularly adjacent to Parcel A when travelling from either direction. Traffic can be seen to slow on the approach to the mini roundabout at the Calderstones Drive entrance, but is often in excess of the 30mph limit at other points. Indeed I believe that concerns regarding this have been made recently to Ribble Valley Borough Council, particularly by residents of Mitton Road. If this application is granted, can a condition be included for the developer to contribute to some form of traffic calming measures along Mitton Road, from the junction with Calderstones Drive to the far end of the boundary of Parcel A.

3) I feel that the proposed new junction for the entrance to Parcel B is situated too close to the entrance to Pendle Drive and could potentially cause accidents with cars turning into and exiting from these junctions. The entrance to Pendle Drive is almost always narrowed by the parked cars owned by NHS employees working the Calderstones houses. Having increased traffic along Mitton

Road, whilst cars have to come to a complete stop before entering Pendle Drive is likely to increase accidents. As the plans do not provide any provision for parking for the hospital staff, this issue will continue and worsen if the proposed development goes ahead. I therefore feel that some provision for parking for the staff should be considered in the plans. Would it also be possible for yellow lines to be laid along the entrance to Pendle Drive, up to the junction with Oakdale Drive? This will prevent obstructions for Calderstones residents entering via Pendle Drive and potential parking overflow from the new development. I have seen refuse lorries, delivery trucks and school buses all struggle with access to Pendle Drive due to the parked cars, and have stopped on Mitton Road at the junction before proceeding into Pendle Drive. Currently, the NHS staff have some parking behind the Calderstones house at the end of Queen Mary Terrace, but clearly this is not currently sufficient and has been removed from the plans altogether.

4) It is a general concern among residents including myself that there are too many trees and hedgerows marked for removal, particularly in Parcel B. The guidance detail on the Arboricultural Impact Assessment states that removal of trees should be avoided between March to August to negate the effect on wildlife. However the planning application states that Prospect Homes wish to commence in summer 2021. This therefore needs to be considered. Wildlife will be considerably affected by this proposed development. Can the number of trees to be felled be reduced?

5) Whilst some consideration is being given to the provision of homes for 'older persons' I believe that the provision of a number of bungalows should be included in this development with some of an affordable nature. The current stock of bungalows in Whalley, centres around Abbey Road. These homes are not affordable for many older residents requiring a home on one level and bungalows within this proposed development would assist with the need for bungalows in this area as the population ages.

6) I do not feel that the 3 month proposed advertisement period for the 'older persons' homes is a long enough period of time before they are marketed generally. Possibly 6 months should be considered so that the intention of marketing them to older persons can be carried out to its full potential.

7) The footpath situated to the side and rear of Bridge Terrace was a busy route for walkers prior to the fence being erected at the side of Bridge Terrace where it joins Mitton Road. The footpath behind Queen Mary Terrace is still a busy route for walkers. Consideration for maintaining these footpaths should be considered. I believe that there is a form available on the Lancashire County Council website which offers people the opportunity to state that they use the route. However few people are aware that this form is available.

8) The local education provision for the proposed site is stated as Primary provision at Whalley Primary School and Oakhill Primary School. Oakhill is a private school and therefore not an option for many due to the cost of fees. Whalley Primary School, despite recent extension is a very busy school with little spare capacity (if any). Langho St Leonards Primary School (3.5 miles away) also has very few available school places and these will be taken by the new building developments currently being undertaken in Langho, particularly the Petre Wood site. Barrow Primary School, currently being extended will be needed by the families in the new homes being built in Barrow. Primary education provision and availability for the residents of this proposed development should therefore be carefully considered.

High School provision is stated to be available at Billington St Augustines High School and Oakhill School. Again Oakhill is not an option for many due to the cost of fees. Billington St Augustines RC High School has a strict admissions policy and generally takes children from named Roman Catholic

'feeder' Primary Schools. High School education provision and availability for the residents of this proposed development should therefore be carefully considered.

9) Whilst a contribution to the NHS is being granted by way of the S106, it should be noted by the Planning and Development Committee that both pre-Covid-19 and in the current situation it can be difficult to visit the doctors at Whalley Surgery without waiting a number of days for an appointment. The surgery certainly do all they can to see patients, but with all the new housing in the village of Whalley this is becoming increasingly difficult. This provision will need to be carefully considered as the number of residents of the proposed development is estimated by the reports submitted by Prospect Homes to be 115.

10) No detail has been provided for the location of developers site cabins or parking. If this application is passed, can Prospect Homes provide assurance to local residents that the width of Mitton Road will not be affected by contractors traffic and that cars and vans will not park along Calderstones Drive and Pendle Drive and also that any temporary traffic management will be kept to an absolute minimum to avoid disruption to residents, and advance notice of traffic management be sent to residents. No doubt the site clearance and building of the houses itself would cause enough disruption to residents without the additional parking and traffic issues.

In summary therefore, I consider there to be a number of points which should be carefully considered by the Planning and Development Committee in relation to this application and amendments and assurances made before any further consideration is given to the application.

Regards,

A black rectangular redaction box covering the signature of the sender.