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Sent: 29 May 2023 12:15
To: Planning
Subject: Planning Application Comments - 3/2023/0305 FS-Case-519737742

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Planning Application Reference No.: 3/2023/0305

Address of Development: Land at former Higher Standen Farm, (adj Swardean Way Valley Lane Higher Peak Crescent South Gate Broadfield Street), Pendle Road, Clitheroe BB7 1PR

Comments: Travel Plan

Overall evidence of modes of travel of people who have so far moved into properties in stage 1 and stage 2 of the Standen Estate is that the aims and objectives stated in the Travel Plan are over optimistic and currently unachievable. Page 8 of the travel Plan states an objective of 'promoting accessibility to the site by walking, cycling, public transport and car sharing'

Observation of the impact of the building to date of the Standen Estate is an enormous increase in the volume of cars, vans and lorries and a large increase in standing traffic at certain times of the day on Pendle Road, which is more polluting than moving traffic. There is minimal increase in people walking from the new estate into the centre of Clitheroe. We observe dog walkers going through the estate to Standen Lane, and some school children walking home from school. In general adults do not walk what is a 3 mile round trip into Clitheroe, particularly if they have shopping to carry home.

The Travel Plan on pages 9 - 10 mentions encouraging cycling and promoting safe cycling and walking routes to the site. As a cyclist I am not aware of any increase in safe cycle routes in Clitheroe and the very large increase in traffic, which has been generated by the various new residential housing developments makes cycling even more hazardous. [REDACTED] and traffic has increased markedly since this happened, and no new cycle routes have been introduced.

A minimum number of people seem to currently walk into Clitheroe from the Standen estate. The ambition to be sustainable and encourage healthy means of travel is to be applauded but appears unrealistic given the evidence from Phase 1 and 2 of the Standen Estate development to date. One has only to walk around the completed parts of the Standen development to see that many of the households have more than one motor vehicle, and there would need to be significant improvements in local bus and train services to promote any change in people's travel choices.

The Travel Plan (page 12), states that the promotion of walking, cycling and public transport will encourage many staff of the proposed residential home to adopt these modes of travel. As I mentioned earlier there is no evidence from current experience that this is going to happen. Walking from the centre of Clitheroe to the middle of the new estate is at least a 3 mile round trip which most people when going to work or visiting a relative will not undertake. Are all these new workers and visitors going to buy a bike just to visit the new residential home? I think this is doubtful particularly, as previously mentioned, due to the lack of safe cycling routes locally. I notice that the proposed residential home site has 30 vehicle parking spaces, which seems to indicate that the developer assumes many staff and visitors will arrive by car.

Evidence suggests that the Travel Plan is an unrealistic document in the context of a lack of a sustainable transport strategy for the local area as a whole. A new residential home on the Standen development will lead to an increase in traffic in and around Clitheroe, a town with an old road system never intended to cope with the increased vehicular traffic of the last decades.

Planning Statement.

The Local Adult Care Context pages 29 - 32

Another issue relating to this planning application is the potential impact on already overused and understaffed medical facilities in Clitheroe. A 68 bed residential home designed to accommodate those people who are no longer able to live independently, will require the residents to be able to access good medical facilities.

We are interested to know how the existing health facilities in Clitheroe (and East Lancashire) are going to cope with the ageing population of this area, as described in the above document supporting the planning application for this residential home, since they already seem to be under severe strain?

We would also like to ask if this proposed residential home will be required to give priority to admitting existing residents of Clitheroe and the surrounding villages, who require the type of care it proposes to offer; and whether the cost of a place in this home will ensure that it is a resource available to any member of the local community who needs this type of care, regardless of individual means.