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To: Planning <planning@ribblevalley.gov.uk>

Subject: Form completion: Planning Application Comments Form

FORM DETAILS

Web Ref No: 24906

Form: Planning Application Comments Form

Completed: 27/04/2021 10:34:41

Status: Pending

USER DETAILS

Site user email: Unregistered user

USER INPUTS

title:

LastName:

firstName:

numberName:

postAddress:

postCode:

refNo: 3/2021/0311

addDev: Brockhall Farm Brockhall Village BB6 8BB

comments: Core Strategy - DS1 & DMG2 Brockhall Village - Tier 2 Settlement. The proposed development is directly next to but not within the boundaries of Brockhall, it is neither an expansion or consolidation of Brockhall. It will have no official vehicular, cycle or foot access to the village. Core Strategy - DS2 & DMH4 The development will result in the loss of agricultural use of the buildings/land from a working farm to a housing development. The application does not fully address why the farm is no longer viable. Core Strategy DMG1 1. "Consider the potential traffic and car parking implications" 2. "Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated." 3. "Consider the protection and enhancement of public rights of way and access." - The proposed access route via Larkhill is a private un-adopted single track road at the back of Larkhill Cottages which is owned and maintained by Larkhill (old Langho) Maintenance - tarmac, This leads to a single "rough" farm track that is not tarmac. Neither of the sections of the access route currently have heavy vehicular traffic and currently are not in a state of repair to cope with access for the construction related vehicles and then future vehicle access associated with the 8 further proposed dwellings. sections of the road regularly flood, kerbs fall into the verge and fence posts leaning over due to existing damage and there have already been numerous patch up repairs done with NO contribution from the applicant. - Approx 0.2 miles of the route (google Maps distance) - from the start up until the cattlegrid there is no scope, due to lack of land, for vehicle passing places or widening of the road to make it suitable for 2 vehicles to pass. The applicants plans are currently incorrect - detailed passing place (refuse vehicle turning) between

10&11 Larkhill - this is not a passing place and the applicant has no right of way in this area - it belongs to Larkhill Maintenance co. Ltd. Should this issue not be addressed and passed back to LCC Highways in order for them to assess the access route with the correct information? This mistake means there is NO passing place for nearly 400metres but there 3 x passing places on the applicants land in a distance of just under 500metres - this does not make sense! The increase of traffic with no scope for a footway here and no passing places would make it unsafe for pedestrian and cycle access and would mean that vehicles that meet on the stretch of track from 25 larkhill up to past the cattlegrid would be forced to reverse up the live highway. LCC Highways have specifically detailed in their report that this should NOT happen. - Section of the road from the cattlegrid to the farm - this does have scope for "improvements" such as cycle and pedestrian paths - these have not been mentioned in the application. Core Strategy DMB5 "The borough council will seek to ensure the retention, maintenance and improvement of by-ways and un-surfaced/unclassified roads as part of the public rights of way network." - Footpaths - The section of the access route from the cattlegrid leads to numerous well used public footpaths The proposed access route would lead to compromised safety of walkers accessing these footpaths due to the significant increase in vehicle access. This amenity is of great importance to the local community and is heavily used by many families and dog walkers from the immediate area. Core Strategy DMB2 "The proposed use will not cause unacceptable disturbance to neighbours in any way." - The back gardens from the houses from the back of Larkhill up to the cattlegrid back directly onto the proposed access route road. The extra traffic generated by the development of the site and subsequently the extra 8 dwellings on site will cause significant disturbance and possible safety issue to houses backing onto the access road. Core Strategy Policies: DMI2 & DMG3 The following will contribute to the lack of opportunity to minimise the need to travel by private car - The development is outside of the Brockhall boundary and the proposed access does not connect the development to the village. - The proposed access road currently has no footway or cyclepath. From the back of Larkhill up to the cattlegrid there is no scope for a footway or cycle access due to insufficient surrounding land "without these provisions the increase in vehicles accessing the road would make it unsafe for access via foot/cycle. - There is currently no footway from the section of road from the cattlegrid to the farm and no mention in the plans for the inclusion of one. " this would be possible. This would make this section particularly inaccessible for cyclists or people with impaired mobility. - Lack of access to public transport is a bus stop located at Brockhall Village which has 1 very infrequent service "on average less than once per hour in either direction. The next closest access to public transport is Langho train station which is 2.1 miles away (Google Maps distance). - The distance of the development from shops and other amenities is not within walking distance - despite the details in the applicants Transport Statement! "The access to the site is of a safe standard or is capable of being improved to a safe standard without harming the appearance of the area." - As detailed above the current state of the access road is not appropriate to provide access for the proposed development. The details of how it could be improved have not been discussed in any detail in the planning documents. The details are important to determine whether any improvements could be made and also whether these would be appropriate to maintaining the appearance of the area, as an area of open countryside.