

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 17 January 2022 16:11
To: Web Development; Planning
Subject: Planning Application Comments - 3/2021/1248

Title: [REDACTED]

First Name: [REDACTED]

Surname: [REDACTED]

Is your address in Ribble Valley?: Yes

Planning Application Reference Number: 3/2021/1248

Address of Development: Duke of York Inn, Grindleton Brow. Grindleton BB7 4QR

Your Comments: Since the previous planning application refusals (3/2019/0049 and 3/2020/0219) there has been no material change in any of the circumstances surrounding the Duke of York. It remains a public house currently awaiting landlords and there remains no public house servicing the local community.

In the coming months there should also be much greater consideration of traffic in and around Grindleton village and serious congestion that will be caused by the direct and indirect consequences of the United Utilities pipeline connecting the Lakes to Manchester. Although it would be (beyond) absurd to direct pipeline traffic through the Chatburn-Grindleton link and onto West Bradford via the even narrower lanes there will, in all likelihood, be an increase in support vehicle related traffic using this route. When considered alongside the existing problems with school coaches and the impossibility of getting two clear lanes of traffic through Main Street Grindleton (due to residents' parking there of necessity) as well as Grindleton Brow, it is unimaginable that further vehicles should be permanently introduced to the single road junction in the village as a result of this proposed planning application. Given that there are almost zero jobs in Grindleton, every new occupant of the proposed application would need a vehicle to get to and from work. These additional vehicles have to park somewhere and also would have to join and leave the road network somewhere - though there is no place for them to do safely. Not only would the number of

vehicles involved create an additional dangers to traffic, pedestrians and school children (both primary school age-children walking as well as secondary school children catching buses) but the complete absence of any road system infrastructure to enable cars to safely leave the proposed car parking area onto the main road - indeed, it would be a chaotic and random turn across a pavement with extremely limited visibility from both directions and in the most dangerous part of the existing road system.

All the previous objections remain as they were previously and nothing has changed to alter the previous planning application refusals either other than to reinforce previous decisions to refuse the application.