-----Original Message-----

From:  
Sent: 15 June 2012 16:41  
To: WebMaster  
Subject: FW: Re Core Strategy Development in Clitheroe, especially around the Primrose area.

i am writing to underline several key issues with the core strategy

see attached documentation, which has relevante issues that have not been addressed by the core strategy

1) no secondary school provision in plans- severly limited secondary schools, mostly elitist schools with places being filled from further afield or ribblestal school is badly in need of a rebuild.

2) traffic congestion - no mention of alteration to the jA59 junction after Mcdonalds .ie first exit into Clitheroe already a build up of traffic there now, further housing is going to have a detrimental effect.

3) traffic congestion / SAFETY CONCERNS within the town regarding ongoing development see attached documents

4) there is clearly a lack of provision for parked cars for the existing residents within the town as it only a question of time before an accident happens as traffic leave side roads onto whalley road

5)i do not agree with the reclassification of open land in several areas especially behind Parker avenue as this is only going to lead to further traffic congestion

Tim Ashton

E mail tim@flatworld.freeserve.co.uk

> Message Received: Mar 17 2011, 02:56 PM
> From:
> To: evansn@parliament.uk
> Cc:
> Subject: FW: Re Development in Clitheroe, especially around the Primrose area.
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> > > Message Received: Mar 17 2011, 07:33 AM
> > > From:
> > > To: evansn@parliament.uk
> > > Cc:
Subject: Re Development in Clitheroe, especially around the Primrose area.

Dear Mr Evans, please could you read the attached files. I would be very interested to hear your views.

Thanks
Dear Mr Evans, I am writing to you to express my concern about the future development plans for Clitheroe and the surrounding areas. I would be very interested to hear your views.

Currently we are seeing ridiculous amounts of planned development proposals with scant regard for the views of the townspeople nor for the significant modifications in infrastructure that would be needed before these developments are allowed to take place. There is little evidence from the town planners or town council in my opinion that future plans are considered on the whole, rather than a piecemeal approach with each ‘smaller’ development gaining a toe hold before the next development proposal gets voted through.

I have nothing against change, but let’s do it for the right reasons. All the following issues need to be considered: Lets assess our town. What are its weaknesses and what are its strengths? What development do we need and where do we need it? Can the infrastructure accommodate the proposed changes? How are the changes going to affect the local population?

We have recently had planning 2 proposals, one for Whalley and one for Clitheroe (Henthorn Road) each for 300 houses. It is clear to anyone that lives in either of these two places that the road infrastructure for a start is overloaded to begin with, I have know idea how the planners think that we can accommodate at least another 600 cars on our streets. Both Whalley and Clitheroe suffer from narrow roads with roadside parking and villages or towns that were not designed for this scale of housing. How will the existing schools cope with the demand for places? Clitheroe Grammar School has already gone to academy status and as far as I know Bowland High School is contemplating changing to an academy; in effect either school can become more selective for applicants, this in effect could put a strain on places for local children. Class sizes are stretched already in most primary schools, so were are these new pupils going to go?

I would mainly like to draw your attention to the area around Primrose Mill. A planning proposal for the old Barkers Nurseries site (SITE A) (See Map extract), has just been given the go ahead for a care home, 30 apartments and two detached houses. This in itself would add roughly 100 vehicles to Whalley Road, if you include staff and visitors to the care home. Although the council were made aware of the traffic issues that will be associated with this development, they do not appear to think that any of these cars is going to use Littlemore or Littlemore Road to access the town or Littlemoor Road and Peel Park Avenue to access the A59. (The access to the A59 at Pendle Road again needs improvement, if the junction was widened slightly, it would allow cars travelling from Pendle Road the option of turning left to Gisburn or right towards Whalley simultaneously and as such stop the existing congestion immediately. Why this wasn’t done when the improvements to this junction were made, I’ve now idea.) Littlemore and Littlemore Road are essentially down to one lane most of the day, as residents cars are parked on either side of the street. Nor did the council think a mini roundabout was needed on Whalley Road to either allow traffic to flow on Beverley Drive, Littlemore or Whalley Road. Whalley Road itself is occasionally down to one lane due to the parked cars and the size of
vehicles leaving or entering Clitheroe depending on their size. The planning application
laughingly unrealistically, talked about how the new residents at this site would either walk or
cycle into town. I am not denigrating the new residents; I just feel this highly unlikely transport
scenario. Like myself people are extremely busy, cars are convenient, inevitably we tend to use
them more because of our busy schedule. I would not ride a bike on Whalley road nor allow my
children to do so, it’s a death trap. I would rather cycle on the pavement and risk a possible fine
than use Whalley road for cycling.

The new Texaco garage (SITE G) (See Map extract), although it has improved the area in
some respects i.e. it has improved the local vista, but it has also caused problems, with HGV
often parking on the Whalley Road to stock up with supplies or ask directions from the garage
and as a result impeding traffic flow on Whalley Road. Also we are seeing an increase in the
traffic backlog as cars approaching Clitheroe from Whalley are waiting for a break in traffic to
turn right into the garage. We are also seeing traffic backlog from the opposite direction, caused
by cars leaving Clitheroe, heading for Whalley, in a tailback waiting for petrol pumps to become
empty just so that they can drive on to the forecourt.

There has already been 2 new 5 bedroom houses built on Littlemore adjacent to Whalley
Road (SITE B) (See Map extract), again this has the potential for a further 6 to 8 cars, I don’t
know whether you’re aware but Littlemore is a very narrow road, in places without pavements.
We’ve heard on the grapevine that there has been talk of another 80 houses planned on the field
next to the Rugby club, almost directly behind the new Texaco garage (SITE Z) (See Map
extract). At two cars per household, that’s another 160 cars, I’m assuming.

I would urge you to take any road tributary along the length of Whalley Road and
see for yourself just how poor visibility is on every junction and just exactly how far you
need to edge out into Whalley Road before you can make the decision that it is clear to
proceed. Lots of the side streets, take Brownlow Street for example are down to single file
traffic, again because of parked cars, but the sheer volume of traffic will only lead to grid lock,
possible accidents, and no doubt, road rage.

We have just seen the conversion of the old Primrose mill into Primrose Business Park
(SITE D) (See Map extract), HGV’s are now using Primrose Road for fun. Often they park on
Primrose Road and reduce the road to single file. With more business units in use, there is an
increased traffic flow and with this kind of development comes larger transport vehicles. We
have also seen a new Gym created, again this has had an impact on the road network as
customers visit the Gym regularly, as it is the edge of town most will use their cars to get there,
often parking on the street adding to the traffic congestion.

Seven new luxury houses are about to built on coffin lodge on Primrose Road (SITE C)
(See Map extract), even if they are three bedroom house, which I doubt, that has the possibility
of a further 21 cars.

We have another development of George Street, a further 25 houses and apartments
(SITE E) (See Map extract). There are only two ways for these vehicles to go either back to
Whalley Road via Primrose Road or towards town or Edisford via Woone Lane or West View
via Victoria Street. Primrose Road from George Street is always down to one lane, whilst
Woone Lane, Victoria Street and West View are once again down to single file traffic at all times
of the day, due to the residents parking. Woone lane only has 3 passing places at present where
there are gaps between the parked cars. Where is all this new traffic going to go? Having talked
to the county surveyor he doesn’t foresee any problems, whereas I don’t foresee any forward thinking, as once these developments get the go ahead, there’s no going back and when we end up with the streets completely clogged up, what happens then? How will we readdress the problem, when we have no solutions left, because the way forward wasn’t well enough thought out in the first place?

There is also a proposed development on the old government buildings on Primrose Road (SITE W) and incorporates (SITE X) (See Map extract), again a large site which will be a mixture of apartments and houses, from one site plan I have seen I have calculated a further 68 houses and 30 apartments, that’s a further **196 cars** and that is assuming only two cars per household.

Two houses have recently been developed on George Street (SITE F) (See Map extract), it is only a further **4 cars**, but it all adds up.

If you analyse the last group of developments, from Sites D,C,E,W,X and F Most of these developments on the face of it seem reasonable propositions, they are all on brown field land and make good use of run down areas or former industrial sites. If you add the amount of potential new housing or business together and calculate the increased traffic volume, it is clear that the present road structure is woefully inadequate. Even more so when you consider that at least half of this extra traffic will be using Woone Lane, Victoria Street or West View all of which are currently single file traffic at all times of the day, without exception, due to residents parking and Primrose Road is also down to one lane for at least a third of its length. It is not inconceivable to have considered these developments as a whole, as they have all or all are in the process of happening within a short space of time. We have missed a huge opportunity to fund some road improvements that could have been imposed on the developers to ensure the road network was more suitable. In this particular example we could have ensured that their was new access from Whalley Road, suitable for the volumes and size of traffic that will now be serving the new Business Park and using Primrose Road, this could have been achieved by exchanging some land from the Coffin Lodge site and the existing road, so that the developer who bought Coffin Lodge land actually bought the same amount of land, but moved slightly further north enabling Primrose Road to be straightened slightly. Improvements could have been made to the sharp right angled bend, on Primrose Road, by the lodge. I think it is completely fair to ensure that the developers pay a fair contribution towards improving the existing road network to enable their schemes to become workable. All these sites will have an impact on the local area and will be affecting traffic and the ‘wellbeing’ of existing residents, so all these schemes should be paying some sort of percentage towards the road improvements, with a rising scale, depending on the size of the development. It is not inconceivable that the developers, who after all make the profits, have conditions applied to their development to ensure that their schemes do not have an ill effect on the local community. If these conditions seem too costly, then I’m sure the developers will rethink their ideas. I thought that the planning process is meant to act as a regulatory body, to ensure that a town develops to a strategy. As such the decisions reached by the planners and the County Surveyor should be accountable. At the moment the planners seem scared to tackle the developers, again with excuses down to the piecemeal approach of developments, so that each ‘small’ pocket of development appears to have little impact on the community. However when you consider these developments as a whole, the effect they have is extremely significant.

The traffic problems have a cumulative effect. Having spoken to the county Surveyor he does not feel that the Primrose Road /Woone Lane developments are going to have any impact
on the road network. The only allowance he has made for the increased traffic flow is that he has advised a minor change of the road kerbing to the junction of Whalley Road and Primrose Road, slightly improving access at the junction. There is no way on earth that this will be anywhere near adequate to sustain the levels of development along Primrose Road.

We live on Parker Avenue and we have heard that the land behind our house backing onto the lodge, which was a natural wildlife corridor into Clitheroe, is about to have a planning application placed on it. (SITE Y) (See Map extract). This land has never previously been developed. In a former future Clitheroe town plan, this land was designated as a natural wildlife area providing a green corridor and essentially a part of the lungs for the town. We are not aware of the size of the development but once again there is huge pressure on the creaking infrastructure. I can only emphasize the existing access problems and the difficulty we already have alighting on or off Whalley Road, currently without any proposed new development. It has become highly dangerous to turn out of Parker Avenue, as the visibility in either direction is severely limited. There is no alternative but to edge almost half way out into Whalley Road to ensure that you are safe to proceed. It is not a case of if an accident is likely to happen, but when. The town planners and the County surveyors have a responsibility to the town, and it is essential that they take their role seriously and consider every angle before going ahead with any new developments.

How much development can the Primrose area take????????????????????????????????????

I can only assume that the Ribble Valley Planners, the County Surveyor and the town council are completely unaware of all the issues at stake with regard to these new developments, as it would appear they have little regard for the town, its residents, the infrastructure, Clitheroe’s open spaces, or the existing wildlife, that currently survives within these urban green spaces.

Just what we would do in an emergency I’m not sure, but it could be the difference between life and death for someone. Our roads are meant to be an artery for the town, not the cholesterol stopping us from flowing round it.

How much development can this town take????????????????????????????????????

For your information, I have enclosed my letter voicing our concerns that we sent to the council regarding the planning application at the former Barker’s Nursery site.

Yours Sincerely,

Tim Ashton
The essential transport infrastructure for this site is extremely poor for the following four reasons.

1) There doesn’t seem to be enough parking on site for the new residents and their guests, nor is their adequate parking provision for the care home residents, staff, or visitors.

2) Littlemoor Road undoubtedly needs widening to accommodate this extra volume of traffic, as it is only just wide enough at parts to accommodate two vehicles passing at present.

3) Has any provision been made for the increases of volume of traffic on Littlemoor Road and the residents there? The 2 new houses being currently built there could potentially increase the traffic problem by another 10 cars, as they are five bedroomed houses.

4) It is beyond belief that there has been no provision for a mini roundabout at the junction of Whalley Road and Littlemoor Road, the main entrance and exit point to the proposed development. This in itself is going to major cause traffic chaos on Whalley Road, with the increased traffic volumes.

5) There is no provision for a new bus stop on Whalley Road, A new bus stop lay by prior to this junction (north), would help to smooth traffic flow and create a greater field of vision for drivers.

6) A new mini roundabout at the junction of Whalley Road and Littlemoor Road would help access for the residents of Beverley Drive, who are also going to be affected by this development.

**These should be a pre requisite for the proposed site to get the go ahead.**

The new Texaco garage development has caused traffic issues already on Whalley Road and we cannot afford any more. The poor layout of the petrol pumps has already caused traffic build up on Whalley Road prior to entering the petrol station. This has implications for highway safety.

Inadequate parking provision on the Texaco site has led to Texaco Staff parking on Parker Avenue and also directly opposite the junction of Parker Avenue on Whalley Road. This has had a significant impact on highway safety in this area as Whalley Road is continually being effectively narrowed, with visibility significantly impaired.

Exiting on to Whalley Road from Parker Avenue is already extremely problematic with cars parking on both Whalley Road and Parker Avenue in the immediate vicinity of both sides of the junction. It is almost impossible to exit Parker Avenue and turn right at peak times without ‘creeping’ into the road in order to be able to have sight of oncoming traffic. This is dangerous and the future development will make this situation worse.
There is a bus stop immediately prior to Parker Avenue on Whalley Road causing visibility issues.

What provision has been made for parking for contractors vehicles or parking heavy plant machinery for the site development? Contractors along with heavy plant machinery are going to make Whalley Road virtually impassable, whilst this development takes place. It was perfectly clear from the development at the new petrol station that these issues where not carefully thought out. **They are a major concern for road safety.**

All these transport issues currently exist.

**It is essential that a further study looks into the transport infrastructure surrounding this new development as it is perfectly clear that the current transport proposals are woefully inadequate.**

Another issue for consideration is the noise impact of such a large development. We are already suffering the noise effects of youths hanging around attracted by the new Subway at the petrol station.

I hope that you are able to address these issues.

Kind Regards
I would like to point out several issues relating to both the site layout and the inadequate transport provision.

I would like to emphasize that the site design is very poor and will have a detrimental affect on the local neighbourhood. The visual impact of blocks A and B will be huge in comparison to any other properties in the vicinity of the development on Whalley Road. Not only will they block the view of the residents opposite the proposed site, but they also will give an impression of densely packed houses from Whalley Road.

This will have an immediate effect on visitors to the town of Clitheroe as it is the major gateway route. Not only will it give a poor first impression of the town, but it will also say this town is lacking in ambition. It will create the look of a 1930’s densely packed linear mill town development.

One of the successes of the new Texaco garage development almost adjoining the proposed development has been to increase the vista for residents and travelers along Whalley Road.

I’m sure that the proposed site could have been designed more sympathetically with the larger apartment blocks blending in more or not making such a huge visual impact from a leading artery into the town. The proposed site, instead of cramming the site with as much development as possible, could have been designed with a ‘lighter touch’, creating an open vibrant residential urban space that the residents of Clitheroe could be proud of.

With the ever changing global climatic conditions, I would like to draw to your attention to drainage. Is there adequate drainage provision for surface water run off for this proposed development, given the amount of hard surfaces within the site?

I would also like to draw your attention to the issue of Radon gas within the proposed site. Radon is a radioactive source, and it’s airborne and hard to defend against. You can’t see it, feel it or smell it. You cannot sense it at all. It is a radioactive gas that causes damage to our cells deep within the lungs. It enters the body through respiration and sometimes ends up staying around - and decaying inside a person. Radon is one of the leading causes of lung cancer. This site has been identified as a possible Radon site.