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Your ref: 3/2018/0754

Date: 31st March 2019

FAO H McCartney

Dear Mr Macholc,

Planning Application 3/2018/0754: Creation of a new off-road, multi-use gravel track 2.5m wide between the villages of Downham and Chatburn. The one kilometre connection would accommodate walkers, cyclists, horse-riders and those with mobility issues including chair users. Field boundary alongside Chatburn Road Downham BB7 4DL

I understand that the above planning application has been withdrawn, but I am writing to update you on the site in anticipation of a new application being submitted.

I have been sent a copy of a formal archaeological walk-over survey of the route of the proposed bridleway and had the opportunity to walk the line with the applicants and landowner. The archaeological report (Northern Archaeological Associates (NAA) 2019 *Archaeological Walkover Survey and Mitigation Report: Chatburn to Downham Proposed Bridleway*) describes the line of the proposed bridleway and describes a series of nine features present or potentially present along its length, as well as recommendations for possible mitigation works. These features include those noted in my letter of 3rd January 2019 and a small number of field boundaries and agricultural earthworks. I have discussed the report and its recommendations, along with the construction methodology with the applicants and landowner and we have been able to make some alterations which minimise disturbance of the surviving archaeological remains.

From this I have concluded that the only feature which is both important and appears to be at significant risk of disturbance by the revised works is the line of the Roman road as it is crossed by the north-eastern end of the bridleway. This may be impacted by the proposed bridleway and an agricultural access required across it. I understand that this access will not have a hinged gate within the new boundary to the bridleway, but will be closed by a lift-off gate or hurdle (as present on the existing access into the field), thus requiring less substantial gateposts – their location is not very critical and it will be possible to locate these during construction such as to minimise disturbance to any Roman remains.

As a consequence I can state that my previous recommendations will no longer be applicable and that the only mitigation that will be required (when the new application is submitted) will be a formal archaeological watching brief during groundworks within the field crossed by the Roman road. This will need to include agreeing the exact location of the posts for the new access (above), once the road remains have been exposed.

I hope that the above is self-explanatory, but should you have any questions please do not hesitate to contact me at the new county archaeology service (archaeology@lancashire.gov.uk), for which I will be providing some temporary cover until it is fully established.

Yours sincerely

Peter Iles