

21/07/2022

Title Planning application 3/2022/0553 – Land south of Lower Road Longridge - Objections

Objections to ...

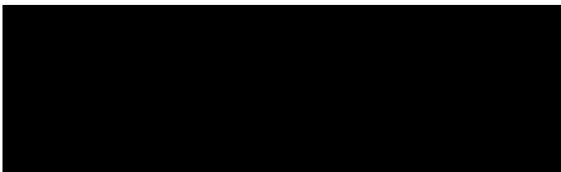
Applicant: David Holmes

Planning Application No: 3/2022/0553

Proposal: Proposed erection of mixed-use commercial units and storage facilities and conversion of a farmhouse.

Location: Higher College Farm Lower Road Longridge PR3 2YY

Objections by ....



I wish to register my objections with regard to the above mentioned proposed development. I have written detailed objections to the disastrous proposed developments at this site over the last few years, all of which have been ignored.

In any event, no development can take place until the following actions have been taken.

1. Ban all lorries over 20 tons from using Lower Lane. It is now clear that the sub-structure of the road cannot take their weight.
2. Resurface Lower Lane, Dilworth Lane and Chapel Hill using modern quiet surface materials as used for the recent resurfacing through Ribchester.
3. Enforce the speed limit so that 95% of traffic obeys it. Currently 99% of traffic breaks the speed limit.

### **Traffic Safety and Impact on Residential Amenity**

The Transport Plan and other documents have stated that “road access to the site is very good” and “The existing road network is exceptionally good to the location” and suitable for HGV’s. **These statements are false. Road access and the road network to the site are terrible!!!!!!!!!!!!**

Lower Lane (the B6243 running from St Lawrence’s Church to the junction with Dilworth Lane) has had a disintegrated road surface for most of the last 10 years. At the start of 2017, it was resurfaced following the installation of a new sewer to serve the Tootle Green site. It started failing within 2 years and has now completely disintegrated again.

This is proof that this road cannot take the weight of HGV’s. It is not just the road surface, but the sub-structure. It is not strong enough to take the weight. The sub-structure cannot be made better

because of the sewer now running the full length of the road. Impact on roads increases with vehicle weight to the power of 4. **A juggernaut has over 100,000 times the impact of a car.** This is why the weight limit must be reduced to 20 tons.

████████████████████ Traffic has already increased 20 fold in the last 10 years. I am now depressed. My garden is now unusable. My back bedrooms are unusable. I cannot open my back door or windows to cool the house down because of the now constant noise of lorries, vans and other traffic – nearly all breaking the 30 mph speed limit. They pass at all hours of the day and night. The bigger lorries make everyone's house shake.

It is now known that close proximity to traffic is bad for peoples' health.

Ribchester Residents are also demented by lorries and other traffic. The road through Ribchester has recently been resurfaced using modern, quiet surface materials, but it will probably disintegrate again very soon if the lorries are allowed to continue thundering through.

All the routes that speeding lorries and vans will take to the site are equally inappropriate and dangerous. Chapel Hill, Lower Lane, Stonebridge roundabout, Kestor Lane, Fell Brow, Market Place, King Street, Berry Lane, Dilworth Lane, Derby Road, Grimsargh, Goosnargh, Hurst Green and Ribchester are all totally unsuitable for industrial traffic. Have you actually driven these routes yourself? All the routes have residential housing right on the edge of the carriageway, plus schools, ancient churches, old narrow bridges, dangerous junctions and bends. They are minor roads, not A roads. Existing lorries and vans pass St Cecilia's school during the pandemonium as children are being dropped off and collected. It is constricted and congested with police cones everywhere. Accidents have already happened. Visit St Cecilia's yourself to see the danger!

There are actually existing road traffic signs around Longridge telling HGV's to go to the A59 via the motorway. Note that the sign at the west edge of Longridge near The Old Oak Pub was removed. It has not been reinstated **despite a request from our MP Nigel Evans!!!!!!**

Other recent commercial developments restrict HGV movements to normal working hours (08.00am to 18.00pm) to protect residential amenity.

Both Lower Lane and Dilworth Lane are subject to speed enforcement, but this has no effect.

### **Destruction of our Roads.**

Are you aware that big HGV's do over **100,000 times more damage** to the road than a car! Maximum weight used to be 32 tons. Now it's 55 tons. **Impact increases with Weight to the power of 4.** They are destroying our roads. They are the reason our roads are now full of potholes. The **40 to 50 ton juggernauts going to Higher College Farm** are the worst offenders. I can feel them shake me and my house ██████████ even with no potholes!

**The Planning Permission for the existing businesses is** ██████████

The planning permission acquired by the two existing businesses beside the side is [REDACTED]. They could not have been given permission for the kind of heavy traffic their businesses require. Distribution companies requiring intercontinental juggernauts should be located on A roads and beside the motorway. Their current location is a planning anathema! One of these businesses even had its juggernauts thundering past in the small hours of the morning, waking me up, and disturbing children sleeping in neighbouring houses.

What might new businesses bring??!!!!

### **Site access for HGV's.**

The max legal artic swept paths will be exceeded. I.e. How far HGVs pass across the carriageways of the road as they turn.

Note that the HGVs of [REDACTED] completely break the max legal swept paths as I understand them, by going right across both lanes of the road, and should not have been permitted in the first place.

**A planning application for industrial units back in the 2000's (2006?) was actually turned down by the LCC Roads Engineer because he considered the highway entrance unsafe! It is far more dangerous now with the greater traffic volumes and a new housing estate right beside it!**

### **Proximity to Hillside school for highly autistic children.**

It is obscene to be placing industrial sites right beside a school for severely autistic children. The banging, screeching and bleep, bleep, bleeping that the construction phase would make its grounds on its own to stop this obscenity.

### **Ecology and protected species.**

Core strategy policy DME3 states that Development proposals that are likely to affect ... biological heritage sites, any acknowledged nature conservation species ... will not be granted planning permission.

The Biodiversity answer in the application is wrong. Curlews will be affected. Both on site and on land adjacent.

The Ecology report does NOT mention curlews!

The area is an important feeding habitat for Curlews which nest nearby. I have seen flocks of 12 birds in the area. Curlews are a priority species. They are on the RED LIST, and a Government Minister has recently referred to Curlews as Our Panda.

Even the Ecology report shows the site as being right beside 'High Value' habitats. Biological heritage sites are located very close by.

**This proposal and previous permissions for Industrial Sites are bogus.**

Demand for business premises is spurious. There is an abundance of empty business units and available land less than 10 minutes drive away beside the motorway (and at the Halls Arms, and in Ribchester). A recent proposal to change usage of land at the site from Industrial to Housing proves that the Industrial requirement was bogus in the first place, and was merely a stepping stone to get permission for houses.

**Bad Location for Industry.**

It is a terrible location for commerce. There are good locations for new buildings just 2 miles away beside the motorway. They could use the site of the threatened incinerator and save the people of Preston and the Ribble Valley from noxious waste disposal emissions. They could scrap the explosive Recycling Lives business and use that site for safe businesses.

**Plans for foul sewage and drains are suspect.**

There is no proper drainage from the site. Disposal method is stated as Mains Sewer. But Method of connection is given as Unknown!! Past applications have said that foul sewage will be a "Package Treatment Plant", and surface water will use a "Sustainable drainage system".

**Supply of electricity.**

The existing site has an inadequate electrical supply. How are they going to fix this? Will they endanger the supply to local housing?

**Adverse impact on the landscape.**

This proposal will further destroy the open countryside aspects on the approach to Longridge, destroying the environment of the people of Longridge and Hothersall. Eg. Views of the landscape, fields, sunsets, etc. Tootle Green is already a great carbuncle on the view from the public footpath above the reservoir on the edge of the AONB.

**It extends the Settlement Boundary**

This site and the adjacent unsold bogus industrial sites are on farmland and unnecessarily extend the Longridge settlement boundary. They are gross intrusions into the countryside and set a false precedent for completely wanton destruction of our environment.

Where is the new bypass going to go? Beside the ancient, bluebell woodlands close to the Ribble, or through the Loud/Hodder valley?

**Compliance with the Core Strategy**

The residual 2.41 ha Core strategy requirement for employment land has now been more than satisfied – at Mellor Brook and Simonstone. Note that this requirement was for the life of the plan. Ie. Up to 2028 !

Please reject this rotten development.

Yours faithfully

