

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 12 January 2024 16:17
To: Planning
Subject: Planning Application Comments - 3/2023/0706 FS-Case-576985742

Planning Application Reference No.: 3/2023/0706

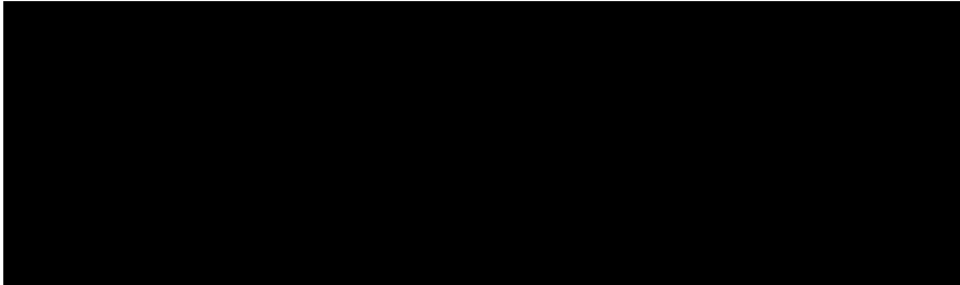
Address of Development: Higher College Farm Lower Road Longridge PR3 2YY

Comments: The roads from the west and east of these proposed units are unsuitable to take increased traffic that would be created. Lower road is already crumbling and adding industrial use to roads that can't even cope with the increased housing in the area would result in their total destruction.

From the west Increased traffic past a school is not suitable.

From the east the route through ribchester, Stoneygate lane and gallows lane are not suitable for increased industrial traffic. Cars in ribchester are always being damaged by passing traffic as the village is too small for current traffic levels.

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 17 January 2024 18:27
To: Planning
Subject: Planning Application Comments - 03/2023/0706 FS-Case-578344709



Planning Application Reference No.: 03/2023/0706

Address of Development: Higher College Farm, Lower Road, Longridge, PR3 2YY

Comments: I wish to object against Planning Application 3/2023/0706 which is a proposal to build 40 industrial units and associated parking on the B5269 Blackburn Rd, Longridge.

The application form states this is Lower Road, however this is incorrect as Lower Road begins at the junction outside the Corporation Arms and is classified as the B6243.

I object against this development for the following reasons:-

The development is not in character with the local area. This is an area of open countryside on a popular walking and cycling route. Attempts by the applicant to draw similarities with units belonging to Cleggs Cheeses and Anderson's Butchers are somewhat ambitious and are a weak argument as those business premises are almost completely hidden from view and a significant distance from the roadside.

Building an industrial site in this location will be further detrimental to the character and appearance of the area which has already lost a significant amount of open green spaces due to the development of a large high density new housing estate opposite the proposed site. That site is yet to be further extended on to existing fields towards Higher Road.

The proposed development would be detrimental to a beautiful part of the countryside which is also one of the gateways into our village.

The location floods during heavy periods of rain. This has been exacerbated since the new housing estate was built as the drain system has insufficient capacity to cope with all the water run off that was once absorbed into fields. Further development will likely lead to further flooding.

The introduction of an Industrial site will inevitably lead to an increase in not just cars and vans but also Heavy Goods Vehicle traffic. The road at that location is not suitable for HGV traffic to be stopping, turning off or exiting such a development on to the main road. HGV's are often seen exiting the road next to the proposed development from Cleggs and Anderson's butchers units and in order to do so they have to swing out on to the opposite side of the road to complete the manoeuvre. This requires oncoming traffic to stop to enable the HGV to safely complete its turn onto the road. Additional HGV traffic would compromise the safety of other road users.

A pedestrian refuge island was created at the bottom of Dilworth Lane as part of the new housing estate. The road at this point is narrow in the Longridge bound lane which has caused the refuge island to be struck by HGV and agricultural vehicles on numerous occasions.

HGV traffic is prohibited from travelling through Ribchester and so therefore the only HGV route from the east is the B6243 from the direction of Clitheroe. This road is already subject to a high volume of HGV traffic.

The only alternative HGV route is via Grimsargh, leading on to Chapel Hill and Lower Lane. This route is already heavily congested beginning with the narrow former railway bridge at Grimsargh. Anything over the size of a Ford Transit van is unable to pass over the bridge if there is oncoming traffic. This combined with either a single or double decker bus every 10 minutes often creates long delays for those travelling in or out of Longridge. Any additional traffic heading to the proposed development will only add to the congested road network.

I am often stopped by articulated HGV drivers who have missed the turning off Blackburn Rd for either Cleggs Cheeses or Andertons butchers. They end up on the B6243 Lower Rd heading towards Clitheroe at all hours. There are no safe places to turn such a vehicle for many miles. Additional industrial units in this location will contribute towards this issue. The applicant has experienced similar issues when a HGV caused damage to the access road to Higher College Farm having turned in by mistake whilst trying to find Cleggs Cheeses or Anderson's Butchers.

There are several other existing industrial sites in and around Longridge such as Shay Lane, Chapel Hill, Stonebridge Mill. Within a mile or two outside of the village are further industrial sites such as the Sandbank Estate and Hillcrest Estate on Cumeragh Lane. Just outside of Grimsargh are significant large scale industrial sites such as Roman Way and Red Scar. These have the infrastructure and capacity to accommodate commercial traffic associated with industrial units.

A few years ago several stone built 'business units' were created opposite the White Bull PH at Alston halfway between Longridge and Grimsargh. There was no demand for such buildings and they were eventually converted into living accommodation.

More recently within sight of this proposal, Brows Farm, Higher Rd was granted planning permission for 'office spaces'. A year or so later having submitted planning statements detailing how desperate Longridge was for such facilities, the owner attempted to obtain planning permission for a change of use to a dwelling. Thankfully this was refused, although it has always been a dwelling from the outset and never offices as per the permission granted. 3\2021\1016 & 3/2021/0445

There are other unenforced issues with the development of that site where one of the 3 large holiday lodges has been in use as a permanent dwelling for a family member since they were built. (The private number plate is there to be seen on the drive of the lodge next to the agricultural building all year round). This is despite a condition that no one should reside there for more than 90 days in any year and guest lists for each lodge should be available for inspection by the RVBC to ensure this is used for those booking holidays. 3/2018/0812 condition 13 of the Decision Notice refers.

The last thing Longridge needs is more industrial sites, offices or anything else built on green open spaces. What Longridge is in desperate need of is additional infrastructure such as schools and Health facilities including Doctors and NHS dentists as the demand from the current population is outstripping supply.

17/01/2023

Title Planning application 3/2023/0706 – Land south of Lower Road Longridge - Objections

Objections to ...

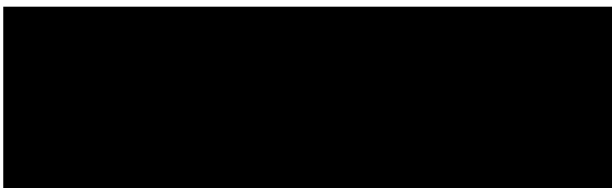
Applicant: David Holmes

Planning Application No: 3/2023/0706

Proposal: Proposed erection of 40 Class E(g) units and a battery storage and maintenance unit.

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.

My main objections are in brief :-

1. Lower Lane cannot take the existing traffic, let alone more. The plain evidence is the way the road surface has entirely disintegrated since it was last resurfaced only a few years ago. The sub-structure of the road cannot take the weight of lorries and cannot be made stronger now due to the shallow sewer running from Tootle Green.
2. LCC Highways have stated that Bluebell Way, adjacent to Junction 31A on the M6, cannot take more goods traffic. A recently approved commercial development is being forced to make improvements to Bluebell Way. LCC Highways have stated that no further development can occur without major, costly changes to the roads around junction 31A. This proposal is such a development!
3. Longridge and Ribchester are now destroyed by traffic. They are rat runs. The people living there are demented. They are also in danger. Especially around the schools. We need a drastic cut in traffic. Not more!
4. My mental and physical health is being damaged by the existing traffic on Lower Lane. I am [REDACTED] by lorries crashing through potholes in the small hours. [REDACTED] because of the roar of traffic speeding past. 99% of traffic breaks the speed limit. Just think of the damage this traffic is doing to children whose bedrooms are yards from the road.

5. The special ecology of the area is being devastated by these developments. Longridge is a major refuge for Curlews with thousands wintering on the local nature reserve. Curlews are on The Red List. They need the surrounding fields too.
6. This is a ridiculous location for an industrial site, especially when proper land exists 2 miles down the road by the motorway. Bringing lorries and vans through towns and villages along country B roads is a planning anathema!
7. **The proposed battery unit will create an extreme toxic risk to surrounding housing estates when it catches fire!**

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.
4. Restrict HGV movements to normal working hours (08.00am to 18.00pm) to protect residential amenity. This is already a condition on other sites.

More details of my objections are given below :-

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 30 fold in the last 10 years. I am now depressed. ██████████ is now unusable. ██████████ are unusable. I cannot ██████████ 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 well proven 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 is already disintegrating again due to the lorries thundering through.

The recent resurfacing on Chapel Hill by St Lawrences is already disintegrating again.

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 as they pass by, even with no potholes!

The Planning Permission for the existing businesses is suspect.

The planning permission acquired by the two existing businesses beside the site is highly suspect. 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 Clegg's and Andertons (the 2 adjacent businesses) 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 is 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. Thousands over winter on the nearby nature reserve. 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? Solar panels and battery storage will fail at the worst times and they will then use The Mains. Electric cars and heat pumps and of course, all the new houses, are already massively ramping up demand from the overstretched Mains Electricity supply.

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? Through 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

