

The Development Management Group

Lancashire County Council

PO Box 100

County Hall

Preston

PR1 0LD

Mrs Aimee Barton

Samlesbury and Cuerdale Parish Clerk,

The Barn Park Farm,

Park Lane,

Mellor Brook,

Blackburn,

Lancashire,

BB2 7PY.

To Johnathan Haine,

Objection to LCC/2021/0021 – Extraction on Sand and Gravel including construction of new access road and new junction with A59 Preston New Road, creation of plant site, weighbridge and stockpiling area, silt ponds, landscaping including screen mounding, with progressive restoration to wetland and passive flood management facility, woodland and agriculture.

I am writing on behalf of Samlesbury and Cuerdale parish council as the council's clerk, to strongly object to the above planning application. A previous application has been made by Harleyford Aggregates Ltd where they applied for similar permission at the same site which was subsequently refused.

As a Parish Council we are strongly opposed to the Extraction of Sand and Gravel from Lower Hall Farm. For this application to go ahead it means destroying Greenbelt Land and demolishing ancient woodland which houses a significant amount of wildlife, Otters were reported on the 2011 report, and I am sure by now these numbers have since increased. It appears the applicant's Ecological surveys seem to be outdated, and therefore surely cannot be used in conjunction with the above application. There are also a significant number of badger setts and a Great Crested Newt population known to be near to the proposed site, not to mention the owls, buzzards, deer, jays,

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kestrels, and pheasants whose habitat would be severely affected by carrying out the proposed application. This area around Potter Lane is a significant wildlife corridor within our community and is enjoyed by many of the residents within the parish and visitors from outside communities.

The proposed site has a historic element to it which would be outrageous to demolish. The original manor house of Lower Hall is believed to have been situated within the Horseshoe Bend feature of the river Ribble, where the land is enclosed on three sides by the river and two well-maintained fords crossing over to Brockholes. The old Anglo/Saxon term bury suggests that it was a fortified manor house or peel tower which could give some protection. This theory was confirmed in 1926 when Ribble Sand and Gravel Co. Ltd. Were excavating the rich alluvial plain within the Horseshoe Bend at Lower Hall. Numerous large dressed stones were brought to the surface and foundations indicated a structure some 38 square feet. In the History of Samlesbury (1936) Robert Eaton wrote about the 'unmistakable evidences of numerous long-forgotten settlements and dwellings now razed to the ground... which spread over all the Lower Hall flats extending quite to the Cuerdale boundary. These are about ¼ mile from the present Lower Hall and close to Elston ford, but the stone from there was probably re-used in the construction of other buildings or field walls. Eaton also say's there is 'a carved stone in semi-relief, bearing a heart and the letters SHJ.' (Sacred Heart of Jesus.) Earth works situated on the edge of nearby Seed Park are believed to be the site of a motte and bailey castle 'on promontory forward of the escarpment overlooking the Ribble Valley. A ferry was established near the church in very early times, but an outbreak of Bubonic Plague may have decimated the population. In his book 'The Place Names of Lancashire,' Professor Ekwall remark, "I take this to be the site of the original Samlesbury." An archaeological survey may well lead to some very interesting discoveries, but one has never been carried out.

Potter Lane is not only a public footpath and bridleway, but is also a Safe CycleWay link to BAE Systems site at Samlesbury which LCC itself designated. This itself should be considered a limitation towards the proposed plans due to the increase levels of traffic in the area, with HGV's regularly crossing. Also, the Aerial images from the last application do not seem to show the slope and the two lanes of notorious speeding traffic, about to merge into four lanes where the proposed Quarry exit will be situated. Slow HGV's leaving the proposed extraction site will have a major impact on this dangerous road and could potentially cause more accidents, as the time it takes for loaded HGV's to reach 40mph can take more than a minute (see attached statement from local HGV operator) and with the quarry exit not being very visible this could cause some severe problems. Speed limits on this stretch of road have already been reduced from 70mph to 50 mph due to a history of serious and fatal accidents, unfortunately this speed limit is not always complied with. Slow HGV's which have left the proposed site will then have to cross 3 lanes of traffic, as much of the material it is assumed will be heading onto the M6 motorway.

The proposed extraction site is currently on a major flood plain, as a Parish we are aware that a flood defence programme is being installed, but would the extraction cause a higher flood problem further up the river? Will the defence programme even work on the extraction site?

Underneath the proposed site runs a high-pressure gas line, Aerial photos and the topography that were submitted in the last application have since changed, they do not appear to show the proximity of the High-Pressure Gas line. As well as running through the extraction site, the gas line also crosses the A59 at the site of the proposed haul road exit near to Roman Stone. It is obvious that any threat to a high pressure gas line has the potential to cause a major incident. Between the gas line and

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Roman Stone are both the Thirlemere Aqueduct Water Line and a LCUS Water line, there appears to be no consideration for what potential disruption the proposed works could have on these services.

The applicant suggests that there is a significant source of high-quality aggregate on the site, although reports from 2006 says "appears". There seems to be few people prepared to give a realistic estimate of the true extraction potential of the site and much of the background is rather old as opposed to it being more current. It appears that the TEP commissioned survey is out of date providing evidence that the safety for HGV's exiting the site onto the A59 seems to lack a full assessment.

Yours Sincerely

Aimee Barton

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