

**Philip Dagnall**

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**From:** [REDACTED]  
**Sent:** 28 May 2017 12:35  
**To:** publicationreg19  
**Cc:** Michael BROUGHTON; Nigel Evans; Kenneth Hind  
**Subject:** Objection to HED DPD Reg 19  
**Attachments:** Objection to Reg19 HED DPD EAL3 GD 20170526.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir,

I would like to submit a representation on the HED DPD Reg 19

Specifically, I am objecting to Policy EAL 3, Land at Higher College Farm.  
My objections are also relevant to all other proposals for industrial sites close to Higher College Farm.  
They are contained in the attached Word Document.

Please show my original document to the Inspector when he/she is appointed.  
I would also like to make my representations to the Inspector in person.





## **Objection to the proposal for an Industrial Site at Hothersall/Longridge**

26/05/2017

Objection to Reg 19 Publication Version HED DPD

Policy EAL3 Land at Higher College Farm



My house backs onto Lower Lane, Longridge

Dear Inspector and Planning Officers,

Please remove this terrible proposal from the HED DPD.

EAL3 is very similar to Planning application number ... 3/2017/0317

BKW Developments Ltd., Land south of Blackburn Road, Hothersall, PR3 2YY

All the objections to the BKW application also apply to EAL3.

The 90 letters of objection to the BKW application also apply to EAL3

A major industrial and warehousing site in the middle of the countryside, served by narrow, winding residential roads is ludicrous. Chapel Hill and Lower Lane will be one of the main access routes to this site. Over the last 10 years, your department and Planning Committee have approved many more houses lining this route, including mine, with bedrooms just a few metres from the carriageway. HGV's going to the existing two businesses at Higher College Farm, beside this proposed site, wake me up in the middle of the night almost daily. (I can confirm that is where they are going as I have watched them from a bedroom window). I have spoken to neighbours whose children's sleep is being disturbed by this existing traffic. Councillors should have received emails from parents confirming this.

This is a gross noise and vibration nuisance. It is a shocking disruption of Residential Amenity. The proposed development will make it even worse and irreversible.

I believe that one of the existing businesses, Cleggs Food Importers, are operating miles beyond their planning permission which was **very specifically** for "The storage, re-packing and distribution of cheese". The case is with the RVBC Enforcement Officer for investigation. The second Business,

Andertons Butchers, do not have any planning permission at all! They are using a building originally occupied by Cleggs and the RVBC Planning Enforcement Officer has told me that the planning permission being used by Andertons goes back to Cleggs use of the building. ie. Cheese! They are running a 24 hour operation fed by juggernauts of beef and chickens from all over the UK! The scale and nature of these businesses is already totally unsuitable for a rural environment accessed by narrow 'B' roads passing through villages and residential areas.

You cannot suddenly allow a massive industrial site far bigger than those at Higher College Farm which will impact roads which you have progressively made more residential.

A much smaller Industrial Development proposed in 2006 was comprehensively refused. (That is probably why Andertons didn't apply for planning permission when they moved into Cleggs old building in 2007).

All the other routes that speeding lorries and vans will take to the site are equally inappropriate and dangerous. Stonebridge roundabout, Kestor Lane, Fell Brow, Market Place, King Street, Berry Lane, Dilworth Lane, Derby Road 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 carriageway, plus schools, dangerous junctions and bends.

There are actually existing road traffic signs along the west edge of Longridge telling HGV's to go to the A59 via the motorway.

Even if you curtail commercial traffic movements to between the hours of 08.00 am to 17.00 pm as minuted for the new brewery site at Mellor Brook, "to safeguard the living conditions of occupiers of nearby dwellings", this would mean scores of HGV's and vans passing St Cecilia's and other schools on narrow, difficult roads just at the very times when children are going to and from school. Visit St Cecilia's yourself to see the danger!

Both Lower Lane and Dilworth Lane are subject to speed enforcement after recent speed surveys. Many lorries, vans and cars routinely drive at 40 to 70 mph along these 30 mph routes. This includes traffic going to and from the existing businesses at Higher College Farm. Many complaints to LCC Speed Management and local Councillors over the last 3 years have made no difference.

Lower Lane was resurfaced less than 2 years ago. The new surface is meant to last over 7 years, but is already breaking up due to the heavy lorry traffic!

A Councillor who lives on the other side of Longridge is promoting this proposal. He has stated his reasons in an article in the Longridge News dated April 26<sup>th</sup> 2017. He has a long standing fear of Longridge becoming a dormitory town. This view is now old hat since the internet. Many of my neighbours now work from home. Many more are retired. There are also many Mothers, not working, but at home looking after their children. Baring catastrophe, Longridge will never be a dormitory town. He states that the cost of transport to other industrial and commercial sites elsewhere will stop young people bothering to work. This is ludicrous. The massive, developing industrial area by the motorway is less than 15 mins away by bicycle or bus, and the route is served by one of the few excellent bus services. He states that an existing business wants their existing site to expand. This refers to the businesses at Higher College Farm that are waking up me and my neighbours' children. A business requiring fleets of HGV's and vans that wishes to operate 24 hours

a day, should be located beside the motorway or A roads. If the business is ready to expand, this is the opportunity to move it 12 minutes down the road to beside the motorway! The scale of the business is already totally inappropriate for a rural site. He states that there are no empty industrial units available. I have checked Roman Way and Red Scar which are 10 mins from Longridge. They are advertising new industrial units, offices and land available immediately! The Halls Arms at Knowle Green are advertising office space available right now!

And of course, it is obscene to be placing a major industrial site close to 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.

I have many detailed reasons for objecting to this proposal which I include below.

### **Principle of Development**

#### **Compliance with the Core Strategy    Scale, appearance and design**

- 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. I.e. Up to 2028 !
- To allocate more land would make a mockery of the Core Strategy.
- P. 87 of the Core Strategy states ...

**PREVIOUSLY DEVELOPED SITES SHOULD ALWAYS BE USED INSTEAD OF GREENFIELD SITES WHERE POSSIBLE**

**Therefore the fields at Higher College should not even be considered when other options ARE available.**

- The proposal is far too big. In scale it is another Strategic Development. And they won't stop with this initial proposal.
- The proposal, by reason of its scale and location, would lead to the creation of major industrial development in open countryside. The proposal would cause harm to the development strategy set out in the Ribble Valley Core Strategy. Such development is to be promoted at the Barrow Enterprise Site and the Samlesbury Enterprise zone. As such, the proposal does not comprise sustainable development and is therefore considered to be contrary the Key Statements DS1 and DS2 and Policies DMG1 and DMG2.
- DMG2 guidance is that development in rural areas outside of defined settlements should be small scale.
- The proposal by reason of its scale and location, would be injurious to the setting of the ANOB and would result in irreversible harm to the visual amenity of the rural landscape that contributes significantly to the character of Hothersall and Longridge contrary to policies EN2 and DME2.

- The proposal would create a harmful precedent for the acceptance of similar unjustified proposals, which would have an adverse impact on the implementation of the planning policies of the council, contrary to the interests of proper planning of the area.
- A smaller proposal on the same site or nearby was refused planning permission. All the reasons for refusal are still valid and the current proposal (and the existing businesses at Higher College Farm) contravenes the reasons to a vastly greater degree.

Ref Application No. 3/2006/0329 Land off Blackburn Road Hothersall

Outline application for the erection of rural workshop units.

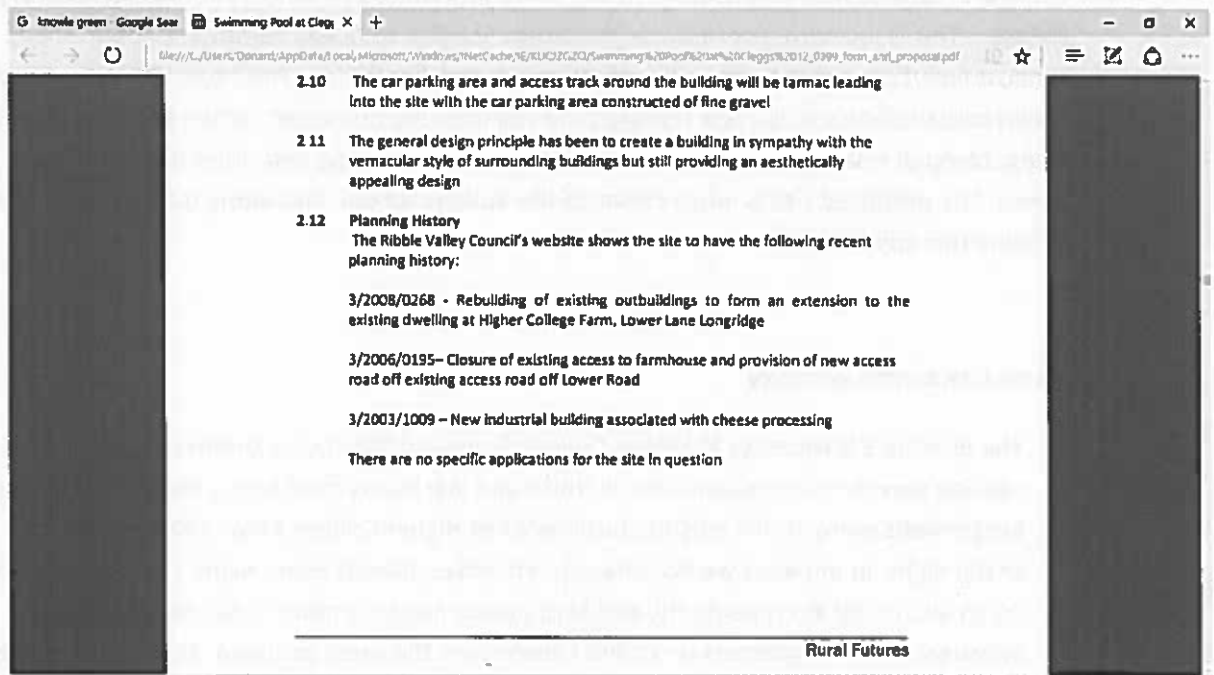
Ribble Valley Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission **has been refused** for the carrying out of the above development for the following reason(s):

- 1 The proposal is considered contrary to Policies G1, G5 and ENV3 of the Districtwide Local Plan and Policy 5 of the Joint Lancashire Structure Plan which seek to limit development in the open countryside to uses which are both appropriate to a rural area and meet identified local employment needs. Approval of such an application without sufficient justification would result in further development to the visual detriment of the open countryside.
  - 2 The proposal is contrary to Policy G1 of the Districtwide Local Plan in that it would lead to conditions to the detriment of highway safety. This is due to the increase in turning movements at the existing access located on the derestricted length of highway where overtaking manoeuvres frequently occur.
  - 3 The proposal if approved would set a dangerous precedent for the acceptance of other similar proposals which would cause visual harm to the landscape and render more difficult the implementation of the established planning principles of the Local Planning Authority.
- The proposal is only being promoted by one or two local councillors who may have commercial interests or acquaintanceships relating to the site.
  - A local councillor has publically stated that he fears Longridge will become a Dormitory town. This is an outdated view. Since the internet, lots of my neighbours in Longridge work from home. There are also increasing numbers of retired people, and many mothers who are able to stay at home. Longridge is and will remain vibrant – unless it is blighted by inappropriate development!
  - The Councillor states that there are no Industrial units available locally. This is rubbish. I checked a few days ago. Redscar and Roman Way industrial estates which are 10 mins away are advertising industrial units and offices with immediate availability! Also substantial land – which I have seen! The Halls Arms at Knowle Green is advertising modern offices for immediate let.
  - The Councillor fears that the massive cost of travel will put young people off bothering to go to work. Again rubbish. Redscar and Roman Way are less than 15mins away by bus or cycle. The statement is irrelevant anyway as these children are already travelling into Preston and beyond to complete their education.
  - If RVBC require more industrial land, there are better places along the A59.

The HED DPD Sustainability Assessment Scoping Report directed Economic development to the M65 and A59 (Ref. Page 14) ....

“There are potential opportunities for the Borough linked to the lack of high quality employment sites in other parts of location, for example along the M65 corridor where high quality sites are already occupied. For example, there is potential to develop the A59 into an employment corridor.”

- Councillors from Clitheroe have asked for more industrial land there. Residents of Clitheroe have to travel much further to the major employment areas by the motorway than residents of Longridge who are 10 minutes away.
- The existing 2 businesses at Higher College Farm, and the housing construction site at Tootle Green are already causing severe residential nuisance. Their lorries wake me and neighbours’ children through the night and from 06.00 in the morning, then wreck my residential amenity all through the day.
- Both existing businesses at Higher College Farm probably don’t have planning permission. Cleggs only has permission for cheese processing which they don’t do anymore. They are continental food importers importing all types of food. The RVBC Planning Enforcement Officer has told me that the planning permission being used by Andertons Butchers goes back to Cleggs use of the building which was very specifically for the “Storage, re-packing and distribution of cheese”. **They would never have got approval for a 24 hour operation that brings lorries feet away from bedrooms at 04.30 in the morning!** There was an application for a swimming pool at Higher College Farm in 2012. Within the application (Ref. 3/2012/0399) there is a history of other applications at the site. There is no mention of Andertons who moved into their new premises there in autumn 2007! See relevant page below.



- Neighbourhood plan surveys showed that the public do not want more traffic passing through Longridge.
- The Tootle Green development that was only approved at the third hearing after bullying from TaylorWimpey, will cause a huge increase in local traffic – cars, vans, lorries. This is already too much.
- The construction traffic going to Taylor Wimpey has had a severe impact on residential amenity – noise, vibration, mud, parking on Lower Lane, and lorries actually racing each other on Lower Lane! This has been going on for over a year and will continue for at least another year. The proposed development will create the same severe impact again!
- The site is outside the settlement boundary for Longridge. It is in open rural countryside.
- The proposal does not conform to the Longridge Neighbourhood Plan (LNP) – even allowing for the changes made in the second draft by interested parties. The relevant section in the plan, LNDP16 is entitled 'Protecting Local Employment Sites'. Not creation of new ones. The proposal contravenes many of the statements in the LNP eg.

On page 33 of the LNDP, LNDP 5 states new developments should ....

c) Have no significant adverse impact on residential amenity for existing and future residents;

d) Do not contribute to, or suffer from, adverse impacts arising from noise, light or air contamination, land instability or cause ground water pollution;

Another example is "the close proximity of all parts of Longridge to such appealing open countryside is a great asset to the town". Note that the councillor promoting the site lives far away on the other side of Longridge.

- The site is right beside, and upward to the prevailing wind, of a school for hypersensitive, autistic children. This is ludicrous for reasons of disturbance due to noise, vibrations, commotion, exhaust pollution and the possibility of other industrial pollution. The Taylor Wimpey Tootle Green construction site is a few hundred metres from my house yet I often hear the loud bleep, bleep, bleep of reversing vehicles, screeching, banging, grinding and other highly intrusive noises. The proposed site is much closer to the autistic school. This alone is absolute grounds for refusing this application!

#### **Impact on Residential Amenity**

- The existing 2 businesses at Higher College Farm and the Tootle Green site are already causing severe residential nuisance. Noise and vibrations from heavy lorries and 40 ton juggernauts going to the existing businesses at Higher College Farm wake me up at all times of the night. In previous weeks, I have been woken almost every night. I've been woken at 04.35 am, 05.30 am repeatedly, and kept awake most mornings from 06.10 or 06.30 onwards. Many neighbours on Lower Lane report the same problem. Their children are being woken by the thunderous traffic in the early hours. Residents on Kestor Lane and King street are similarly affected.



- Many homes lining the access routes are within feet of the road. Children are trying to sleep a few metres from the juggernauts going over potholes!
- 40 ton juggernauts shake peoples' houses even if there are no potholes!
- This proposal will massively increase problem.
- The problem on Lower Lane will soon be much worse. Before Lower Lane was resurfaced, lorries going over the potholes caused earthquakes!!!!!! The new carriageway is breaking up rapidly due to the juggernauts going to Higher College Farm. It will soon be earthquakes again!!!!!!
- Businesses on the site will wish to operate 24x7. This would be a gross disturbance of residential amenity both beside the site (there is a new housing estate directly opposite) and on the traffic routes to the site.
- Planning conditions similar to Sykes Holt Mellor Brook would have to be imposed to protect residential amenity and public health. Note that the Mellor Brook Site will have far less impact on Residential Amenity than this proposal.

Ref Planning Committee meeting of 12/01/2017 Minute Numbers 452 Page 61 .....

"Deliveries shall only take place between the hours of 08.00 and 17.00 Monday to Friday.

Reason: To manage conflicts between customers and deliveries/servicing of the units and to safeguard the living conditions of occupiers of nearby dwellings and in order to protect the amenities of the occupiers of nearby properties and in accordance with policy DMG1 of the Ribble Valley Core Strategy."

Minute Numbers 420 from the Planning Committee mtg on 15/12/2016 also state "... there shall be no movements of HGV's or forklift trucks ...." outside of specified times to prevent nuisance and comply with Policy DMG1 .

But then there should also be no deliveries or despatches between 08.00 and 10.00 to safeguard children going to school at Hillside, St. Cecilians and the other schools en route. And again between 14.45 and 17.00 when children leave school – including after school activities. So in fact there is hardly any time in which it is safe to operate this site. There are already too many speeding vans, and HGV's. This is a B road to the narrow streets of Ribchester and the twisting roads through Hurst Green. It is purely a service road for local traffic, not a major through road for industrial traffic.

- My health is already being badly impacted by the heavy traffic going to Higher College Farm. I often get up in the morning with a headache through lack of sleep. I am starting to get depression.
- I bought my house on good faith that it was a residential area, that my residential amenity would not be destroyed. The council have gone on to approve more houses since mine, built within 3 metres of the road on Chapel Hill. They cannot now approve a massive industrial estate.
- Strong evidence is emerging that close proximity to roads is bad for peoples' health. The feeder road for this proposal is a few feet from new houses. I have already lost many nights' sleep to rumbling lorries on Lower Lane. I have had endless disturbance through the day due to 40 ton juggernauts going to existing businesses which probably don't have planning

permission, and to the disastrous Tootle Green Site. A 24 hour operation could never have been given planning permission.

- New industrial estates have a wide margin between their feeder roads and housing. Eg. Buckshaw village at Chorley. They recognise the severe detrimental effect of noise, vibration and pollution on residential housing. Recent research has linked pollution to Alzheimer's. Research by the University of Warwick has shown the impact of disturbed sleep on health and the economy.
- Most of the traffic, especially the vans, is speeding. This greatly increases the noise and vibration, wrecking residential amenity. And they speed even more early in the morning and late at night.
- Traffic will already be gravely increased by the new Taylor Wimpey Tootle Green development which the Council approved despite overwhelming local opposition. The construction traffic travelling to that site is a major blow to Quality Of Life of Residents on Lower Lane, Chapel Lane, Dilworth Lane (and Grimsargh), and after completion, there will still be a continuous flow of lorries and vans providing services to Residents on the Tootle Green site.
- The construction traffic going to Taylor Wimpey has had a severe impact on residential amenity – noise, vibration, mud, parking on Lower Lane, and lorries actually racing each other on Lower Lane! This has been going on for over a year and will continue for at least another year. The proposed development will create the same severe impact again!
- The proposal will also cause the introduction of noise generating industrial processes to this country and residential area.
- The noise and vibration from either the construction phase or the operation of the site would be impossible beside an autistic school!
- There is also a risk of toxic emissions from industrial processes or items stored at the site impacting the autistic school and nearby houses. Even if toxic substances were banned, how would it be policed?
- Diesel exhaust, now identified as a serious pollutant, will be increased at Hillside School, the Cromwell Fields play area, and at all the other schools lining the impacted routes.

### **Highway Safety and Suitability**

My objection is on grounds of unsuitability due to location, traffic generation, noise and vibration inflicted on peoples' homes, safety especially passing schools and play areas, safety on the narrow lanes and roads that will be used, and the dire, potholed state of the carriageways due to the heavy traffic. The proposal will make a bad situation worse, bringing more heavy lorries and speeding vans, and more construction traffic.

- The Proposed Development is on the Wrong side of Longridge.
- Most of the traffic generated by the development would be travelling to and from Preston and the motorway. It would have to pass through Longridge. New development should be to the west of Longridge, nearest the motorway and Preston. Though even this statement is dubious. Grimsargh and Goosnargh are also totally unsuitable for commercial traffic. New employment should be in the ample areas beside the motorway, 10 mins from Longridge.

- I understand that Kestor Lane/Dilworth Lane/Blackburn Road and Chapel Hill/Lower Lane/Blackburn road have been called 'Important through routes'. However, there are traffic road signs in Longridge telling lorries not to use them! The signs tell lorries to use an alternative route via the motorway to get to the A59 and Blackburn, etc.
- Existing traffic is already a severe problem. The proposal will make it much worse. Only commercial traffic that is for essential services should be using the roads. Eg. Spar lorries, buses, oil tankers, farm supply lorries.
- Lower Lane and Dilworth Lane are both plagued by traffic speeding. Both are traffic enforcement areas. A recent traffic survey showed very significant speeding on Dilworth Lane. There have been many complaints to LCC Speed Management and local Councillors over the last 3 years, but they have made no difference. It's actually getting worse. Despite efforts by LCC Highways Officers to control speeding vehicles on Lower Lane which has a 30 mph limit, vehicles including HGV's, coaches, buses, bin lorries, recycling lorries, construction lorries, vans and cars, regularly roar by at 40 mph, 50 mph, 60 mph and more. Dilworth Lane is as bad.
- Heavy traffic and vans are unknowingly racing past the entrance to the play area at Cromwell Fields.
- Heavy lorries and speeding vans are going past St. Cecilians school at all times including drop off and collection times. The road here is winding and congested.
- The same thing applies to St Lawrence's church. Parishioners attending funerals, etc. have to park on the edge of the road on the corner by church and get out of their cars into the oncoming traffic.
- Traffic going to and from the proposed site and the existing businesses is also a danger to schools and pedestrians on Dilworth Lane, King Street, Berry Lane, Derby Road, and on through Grimsargh and Goosnargh.
- Other access routes for traffic through Ribchester and Hurst Green also completely unsuitable.
- Much of the traffic will rumble through Grimsargh, over the narrow skew bridge where HGV's hold up the traffic as other traffic must stop to let them through, and past St Michael's primary school, through the village, past Alston Lane primary school, up the narrow, winding and obstructed Chapel Lane past St Cecilia's school, and along Lower Lane.
- There are many dangerous junctions and accident blackspots on the routes to the site. Eg. The dangerous corners on Chapel Lane passing St Cecilians school and St Lawrences church. Stonebridge roundabout. The bad corner between Kestor Lane and narrow Market Street. The corner at the White Bull junction of Dilworth Lane, Higher Road and King Street. The corner at the Corporation Arms which is a blind junction between the Hurst Green and Ribchester roads. Congested Berry Lane and Derby road where there are already serious issues concerning safety of children going to primary schools.
- All the access routes are full of potholes. Lower Lane was resurfaced less than 2 years ago and the new surface is intended to 'extend the life of the carriageway by at least 7 years'. However potholes are already forming. The surface will be destroyed again in a year or two. The damage is caused by the **40 ton juggernauts going to Higher College Farm**. One of these does over **100,000 times more damage** to the road than a car! Impact increases with Weight to the power of 4. I can feel them shake me and my house as they pass by, even with no potholes! Neighbours have reported the same impacts. The construction traffic is also a damaging factor. Potholes change the noise and vibration to 'earthquakes'!!!!
- The weight limit for juggernauts is being raised to over 50 tons!!!
- Cycling is becoming increasingly important for leisure and tourism in this area. Chapel Hill/Lower Lane, Dilworth Lane, Kestor Lane and Berry Lane are ever more popular routes for

Cyclists, both individuals and large groups. The junctions are particularly dangerous to Cyclists. I regularly cycle up Dilworth Lane hill then turn right onto Higher Road at the White Bull corner. This is extremely hazardous! I have to hope that impatient drivers will hold back. Not squeeze past me on the hill or the corner, as vehicles come in the other direction, putting my life at real risk! The potholes here are lethal!

- The Core Strategy Planning Inspector Simon Berkeley warned that the road network could be overloaded. In his report on the Core Strategy he said ....

“135. The Council has told me that the Highways Authority has not indicated that any particular highways improvements are necessary to facilitate the CS. This is a position which could change, though, depending on the location of sites, the scale of development on them and the possible cumulative impacts on the network. In addition, while the Council says that the CS will lead to the need for additional health provision, neither the Council nor the Health Authority is able to be more specific at this stage”

- Well the scale of development of housing in Longridge and beside Longridge, the number of planning permissions granted, are more than was allowed for in the Core Strategy, so according to the Planning Inspector, the network **will be overloaded! In fact it's already overloaded!** Roads through Grimsargh and Goosnargh are already heavily congested at extended rush hour periods. Especially skew bridge in Grimsargh which is continuously blocked and made one way by the existing lorries going to Higher College Farm.

#### **Visual Amenity /Adverse impact on the landscape and the character of the area.**

- The eastern approach to Longridge would be drastically altered.
- Core Strategy Policies EN2 and DME2 set out how the Council will assess development within the Open Countryside and AONB. The landscape and character of those areas that contribute to the setting and character of the AONB will be protected and conserved and development must be in keeping with the character of the landscape. Policy DME2 states that development proposals will be refused which significantly harm important landscape or landscape features.
- The application proposes the development of 8 acres of pasture land in rural Hothersall beyond the boundary of the eastern edge of Longridge. The application site lies approximately 500m south of the boundary of the Forest of Bowland AONB and when viewed from bridleways on the edge of the ANOB the site is seen against the foreground of reservoirs and a backdrop of the rural Ribble Valley thus contributing to its setting and character.
- The site forms an attractive gateway to Longridge. The proposed development would be prominent when seen from the Ribchester/Hurst Green roads. It is noted that there has been significant objection from local residents who regard this rural aspect as an important landscape which makes a significant contribution to the character of Longridge.

#### **Ecology and Trees - effect on nature conservation and trees**

- 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. This site will do damage.
- It lies within National Character Area 33 as defined by Natural England.
- The area is important habitat for curlews which are now on the RED LIST.
- There are vast numbers of other wildlife including owls. It is suspected that high sided HGV's travelling to and from Higher College farm at night have killed owls already.
- The hedge rows and rough pasture are important habitats.
- The site is right beside the Spade Mill reservoirs which are a critical habitat for local and migratory wild fowl. They are biological heritage sites.
- The biological heritage site at Hillside school is nearby.
- The biological heritage site of College Wood is 300 metres away.

#### **Effect on Conservation Areas / Effect on listed buildings**

- There will be a presumption in favour of enhancing and preserving local Heritage Assets, including conservation areas. HGV traffic noise, vibration and pollution erode both the physical structure and the character of these assets.
- A Local Heritage Asset, The Corporation Arms, is 50 metres from the proposed site.
- HGV traffic will pass through the St Lawrence church conservation area.
- HGV traffic will pass through the Market Place conservation area.
- HGV traffic will pass through the Stonebridge conservation area.

#### **Final statement**

This proposal is a perfect example of what modern planning is here to stop.

The purpose of Planning is to protect people from unscrupulous Developers and to stop homes from being destroyed by industry. Please save Longridge!

