

From: [REDACTED]
To: [Development Management](#)
Cc: [REDACTED]
Subject: Preesall Town Council: OBJECTION TO APPLICATION: LCC/2023/0030
Date: 20 January 2025 09:38:41

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Dear Lancashire County Council Development Management Team,

OBJECTION TO APPLICATION: LCC/2023/0030

Proposed Bourbles Quarry on Land off Bourbles Lane, Nr Preesall, Lancashire

Given the recent re-submission of several new documents by the developer for application LCC/2023/0030 Preesall Town Council confirms it still objects to the proposed development and highlights the following three issues to be read in conjunction with our objection dated 29 September 2023, which still stands.

1. A588

Little has been discussed on the impact of the development on the A588. Traffic figures included in the updated noise impact assessment are not clear and do not seem to add up based on the number of HGVs expected each day. Preesall Town Council maintains that the number of additional HGVs per day coming along this road in concentrated time periods/campaigns would have a severe impact, particularly on road safety. Particular points to note are Stalmine Primary school where school traffic is parked twice a day and that already causes traffic issues; and the two corners of Burned House Lane in Preesall and Fold House Farm in Pilling. As noted in our previous objection, both corners have blind bends, are extremely narrow and have been the sites of multiple accidents and deserve a site visit.

The B5270 (Lancaster Road)

In our original objection Preesall Town Council had serious concerns about the use of this road for an access road, particularly given it is so narrow and its use by cyclists, horseriders and as a bus route including by school buses. We also had concerns that pedestrians, including children, use this road and that it has no pavements. Preesall Town Council would like to underline that this road is not a wide two-lane carriageway. It is a narrow carriageway that is not suitable for the proposed use and anticipated HGV traffic. Even if an extra 30cm on each side of the carriageway could be achieved by removing verges and trimming back hedges, the carriageway would still be too narrow and it would leave pedestrians even more vulnerable as there would be no verge to step back onto. Other vulnerable road users, eg cyclists, motorcyclists and horse riders would also be at risk. Cyclists and motorcyclists should have 1.5 m clearance for overtaking, and the cyclist / motorcyclist should be 0.5m from kerb . These clearances cannot be achieved and therefore the safety of the vulnerable and legitimate road user would be greatly reduced which is not acceptable. Accessibility for pedestrians and cyclists should not be prejudiced in any way according to the Wyre Local Plan (2011-2031). Even with the additional 30cm on either side, if two of these HGVs meet head on they will not be able to pass each other safely. This will further affect vulnerable road users but also hinder other vehicles, especially if a HGV has to start reversing to allow the other to pass.

Respirable Crystalline Silica (RCS or silica dust)

In our original objection we stressed the negative impact that the proposal would have on health for local residents including from dust, noise and stress. We were disappointed to note that little has been done to assuage these concerns in the more recent documents. In particular we note that 'no quantitative assessment' has been presented of the potential impact from the emissions of RCS. This is unacceptable for a development so close to residential properties/ receptors.

Kind regards,

Claire Rimmer

On behalf of Preesall Town Council (with clerk in copy for all correspondence)

Please confirm receipt