

SOUTH RIBBLE
27 NOV 2013
BOROUGH COUNCIL

Response Form
Samlesbury Enterprise Zone
Local Development Order 2 (2013) Consultation

Title: (please circle)	Mr/Mrs/Ms/Dr/Rev/ Parish Councilor (Samlesbury) Other (please specify)
Forename:	George
Surname:	Whalley
Organisation:	
Address:	Risby Fold Farm Myerscough Road Baldwinstone Blackburn BB2 7LE
Telephone:	[REDACTED]
Email:	

This Consultation will end on 16th December 2013

Your Comments:

If you build the Samlesbury Enterprise Park I would support the 2 access points being placed in the positions marked on the consultation map

I am aware that the Samlesbury Enterprise Park Action Group have suggested an alternative access point 2 miles west of the Enterprise Park to be connected to the Enterprise Park by a dual carriageway road through green belt land to the A59/A677 junction this is a unacceptable scheme to me as it would not reduce traffic past the houses east of the Enterprise Park

PTO

But would create additional traffic through the A59/A677
junction creating gridlock as well as destroying ancient woodland
and greenbelt land



Please return the completed form to:

Post:

Development Management,
South Ribble Borough Council,
Civic Centre,
West Paddock,
Leyland, PR25 1DH

Email:

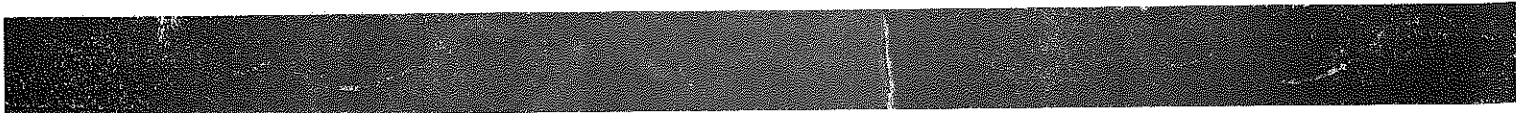
droberts@southribble.gov.uk

Website:

www.southribble.gov.uk and www.ribblevalley.gov.uk

Telephone:

01772 625425



**Response Form
Samlesbury Enterprise Zone
Local Development Order 2 (2013) Consultation**

Title: (please circle)	Mr/Mrs/Ms/Dr/Rev/ Other (please specify)
Forename:	HARRY WILSON
Surname:	
Organisation:	HCSL
Address:	MUNTLEY COUNTRY STORES LTD MUNTLEY GATE FARM WHALLEY ROAD SAMLESBURY PRESTON PR5 0DN
Telephone:	[REDACTED]
Email:	

This Consultation will end on 16th December 2013

Your Comments:

This is all positive for Samlesbury a great location and good access my wife and I own HCSL farm shop. and have noticed the increase already over the last 2 years of traffic increasing and are finding it very difficult to gain access onto the A59 from 6-25am to 9am and 4-30 pm - 5.45 pm for ourselves and our customers this will only get far worse with further development on this site and suggest that as a condition of planning that a roundabout would act not only as a Sreed

control but access to our site before there is a
fatal accident at this point-Junction as a
further 2-4 thousand vehicle movement per day
will not only bring more customers to Hartley
Country Stores but seriously increase the risk
of accidents also the cycle lane requires
sorting out from the revamped Sandesbury Hotel
to Patters Lane for the safety of BAE
employees and all members of the public to
make it safe for future developments. planned.

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Website:

www.southribble.gov.uk and www.ribblevalley.gov.uk

Telephone:

01772 625425

Roberts, Debbie

From:
Sent:
To:
Subject:



Debbie

I would appreciate it if you would direct my comments below to the appropriate people when any decisions are made on this Order.

.....
Local Development Order 2 (Samlesbury Site)

I wish to make the following comments prior to the cut off at noon on 15th December 2013 regarding the above order.

- 1 a weight restriction on Branch Road seems a good idea - providing the weight chosen is appropriate and has the desired impact
- 2 Branch Road is, despite the arrogant, ill informed and intransigent speaker from the highways authority who spoke at the open meeting at the Canberra Club, a 'rat run'. Appropriate weight restrictions should deal with the lorries but why can't there be 2 sets of speed cameras to deal with the speeding cars.
- 3 An alternative to these measures on Branch Road, or as well as, why can't the proposed second entrance on the A677 be opened at the beginning of the development? This too will alleviate the Branch Road congestion.
- 4 Access from Woods Brow onto the A59 was not dealt with at the open meeting because of the lack of time. This access belieghs the fact that this junction has to deal with a very busy Primary School, businesses eg Dixons who use large wagons, large tractors from several farms as well as the domestic traffic. Access onto the A59 is already horrendous at busy periods because of the constant stream of traffic at 50 mph (minimum) from BAe and normal A59 traffic being funnelled at the traffic lights at BAe main gate. Can lights be installed at the Woods Brow/A59 junction to operate 'on demand' at busy times only, and for a short duration?
- 5 A comment about the Highways Authority speaker at the open meeting with the residents at the Canberra Club. Your speaker mentioned his "robust statistics" ad nauseum to justify his intransigence for the status quo, but having studied statistics I appreciate now why the phrase "lies, damn lies and then there`s statistics" comes from. May I suggest that dealing with averages, means, medians, probabilities etc masks the simple fact that ignoring the peak traffic hides the truth that this is when most people are, by definition, inconvenienced. Planning, I would suggest, should therefore cater not only for the average throughput of traffic per hour, but also for the residents who may possibly take 3 or 4 journeys a day to school, shops etc at the peak times. After all, it is these same residents who pay their council tax and vote for their councillors' who are being most inconvenienced.
- 6 Invariably these days developers seeking to further their own business interests make a contribution to the local community they impact upon i.e. grants or legacy projects. As I understand it surprisingly, no such grants or legacies will be made in this instance despite the size of this massive project equalled only by its impact on the residents. To say the 01772 telephone numbers will get super fast broadband earlier that the remaining parts of Lancashire is meagre and hides the fact that the 01254 telephone numbers (possibly the majority) will be ignored. May I suggest that leaving some legacy for such a massive impact on local society is a very small price to pay. The local library, Cubs, Scouts, youth club, wild life reserve, Guides, old age pensioners centre, extend the BAe gym etc could all gain something.

Would you please take the above into account when any decisions are made on LDO 2 (Samlesbury Site)

Yours faithfully
Graham Moulton
Clare Cottage
Nightfield Lane
Balderstone



Notification - South Ribble Borough Council

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14
1/15/11

Roberts, Debbie

From:

Sent:

To:

[REDACTED]
Roberts, Debbie

The traffic using Branch Road since the expansion of BAE IS hurrendous during the staggered start and finish times, they use Branch Road with no regard to speed limits or the fact it is a residential area and the effect it has on residents a bit like a RAT RUN. **Adding** more traffic onto this road is insane, when the traffic could be kept away by re opening the entrance on the A677 or looking at a new entrance away from residential areas as BAE COVERS SUCH A BIG SIGHT!!!! Also heavy traffic should be **PROHIBITED** from using Branch Road as currently Clarendon lorries and Monks vehicles use it, again with no regard to speed and also the problems at the bottom of Branch Road with turning left with the tight turn so any construction traffic added to this would be a nightmare. At the last meeting the highways guy said speed had been monitored this was a joke where on Branch Road it had been done, obviously to get the results that was wanted, it should have been done after Intack Lane on the long stretch anybody should know that!!!!!!!!!!!!!!!!!!!! also BAE employees use Intack Lane to avoid queing and turning right out of Branch Road and as a short cut **DUE TO THE VOLUME OF TRAFFIC**, at peak times. At the meeting it was said Smithy Road entrance possibly would be used then the traffic volume monitored and if neccesary the A677 entrance be opened but once an entrance has been used you will never divert the traffic to an alternative entrance this is all totally unneccesary if an alternative entrance was found away from an already over **congested residential B road**.

I fully appreciate the Governments strageties for enterprise zones but I think the local councils involved in this process need to do so with minimal disrruption to local residents and their **LIVES AND LISTEN TO WHAT YOUR BEING TOLD** that the road networks around the **VILLAGE** cannot take anymore traffic especially **BRANCH ROAD**. I have lived here for 25 years and never bothered about the increased traffic but the increase in traffic this zone will bring is totally unaccéptable, then there is the impact on wildlife and the increased noise from the site etc etc.and the total change of life around here so all in all, the one thing the councils can alleviate is the congestion by finding an entrane that has least impact on local residents

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Roberts, Debbie

From: [REDACTED] *see below*
Sent: [REDACTED]
To: Roberts, Debbie
Subject: Sablesbury Enterprise

Hello Debbie,

I am writing to you on behalf of some residents on Branch Road, Mellor Brook to put our concerns across regarding the development of the Enterprise zone on the Sablesbury BAE Systems site.

We live on Branch Road in Mellor Brook and we, along with our neighbours, are very concerned about the Highways Implications with the possible increase in traffic along Branch Road.

Firstly, there are a large number of local children who catch buses at the top and bottom of the road. They have to cross the road at around 8am and 4pm which co-insides with the "rush hour" traffic going to BAE. Most of the children have dark school uniforms and coats, and it is difficult to spot them crossing the road, especially in the darker mornings.

This is a 30 mph road and although there is currently an illuminated 30mph sign, a number of workers are speeding down the road at what seems like 50mph+ so that they can "clock on" for 8am sharp. There are also currently a HUGE number of big articulated trucks from Nationwide Platforms, Monks and Clarendon Transport that again speed down the road. On many occasions I have wondered how they would ever stop their heavy trucks in an emergency, some of which are carrying large machinery!

There is a very tight left turn at the bottom of the road and some of these huge trucks have to mount the pavement to make the turn! The road was not built for trucks and is not suitable for them.

A neighbour of ours spoke at a recent meeting about the Enterprise Zone and explained that his property has cracks in it, which he believes are from these heavy trucks!

I am therefore delighted to see that the LCC Development Control Committee have agreed to implement a weight restriction on Branch Road. This will make this road a lot safer for the local school children and elderly who have to cross the road (and should give some small comfort to the family with cracks in their property).

We are also concerned at the sheer number of cars leaving the BAE site at the end of the day. It can sometimes take 5 minutes to get out of our driveways at 4-5pm.

ANY ADDITIONAL vehicles due to the Enterprise zone would be unbearable.

I am in favour of the opening of the top entrance on Preston New Road opposite the Kentucky Fried Chicken premises.

This would stop a lot of this problem.

I know I have a vested interest, living on Branch Road, (the Not In My Back Yard syndrome etc.) but the influx of what could be a larger number of vehicles is going to have an impact on us all here.

I would appreciate it if you could pass on our concerns and we all look forward to the implementation of the weight restriction coming into force soon.

Kind regards,

Mark Neild

This email and any attachments are confidential to the intended recipient and may also be privileged. If you are not the intended recipient please delete it from your system and notify the sender. You should not copy it or use it for any purpose nor disclose or distribute its contents to any other person.

16
[Signature]
FINISH THIS
Roberts, Debbie

From: [Redacted]
Sent: [Redacted]
To: Brown, Steven; Roberts, Debbie
Subject: LDO

I am
Samblesbury Enterprise Zone Local Development Order 2 (2013) Consultation.

Miss Josephine Dunn 21 Branch Road Mellor Brook Blackburn BB2 7NU

This LDO is the two local authority opting out of its responsibility towards the residents and handing all future planning, alterations and changes to an unelected group of BAE systems, Lancashire Enterprise Partnership, developers, and other businesses, with apparently no legal framework to intervene or challenge being included. It is a charter for chaos.

1.3.2 (4) No need for access to the A 677 if due to the LCC deferred decision the access hopefully will be put in a more sensible place nearer to the M6 motorway.

Lighting We already have intrusive lighting from BAE systems without any regard for the local community ie unnecessary red light which shines into local homes. Lighting, masts and cctv, needs to be planned to be less intrusive for the area. Without careful planning the area will suffer from light pollution.

1 3 3 Wording seems a little vague about what is permitted development and who will make the assessment judgement and decision ie I have seen reference made to future social housing for this area, always denied by South Ribble but this vague wording does imply that changes of development will be allowed. Social housing is not required and there is no suitable infrastructure for increased housing.

1 3 4 seems a bit vague

1 3 5 Open to abuse, too open to interpretation ie bullet point 3 and 4 particularly.

(4)" Development of most northerly and easterly edge etc. " This is so vague and open ended that is a suspicious inclusion.

8 A677 Who will decide trigger has arisen to open another access route ? Opening of A677 not necessary if alternative route access from A 59 nearer to M6

10 " Construction traffic will be encouraged to avoid busy times!!! " Do you really believe a busy driver will take any notice of this advice?

1 6 2 Why does the site not require suitable screening? it would enhance the area for the residents if screening of this ugly site was compulsory.

1 7 8 Will need altering since decision on A59 access has been deferred hopefully to be replaced by site entrance nearer to the M6.

Superfast broadband will be available to local residents but only for 01772 numbers, no local knowledge, as all residents of Mellor Brook are 01254 numbers !!

"The LDO does not prevent development taking place which is not covered by the LDO etc" This is worrying as it implies other kinds of development are visualized ie not Advanced Engineering.

I have seen several references to social housing etc slipped in to these consultations and always denied by South Ribble, Ribble Valley would therefore appear to be keeping their options open to impose housing in the future on the village. Housing is not needed and the necessary changes to increase facilities would destroy the rural community of Mellor Brook.

I would like to submit these comments on the consultation due to finish in December.

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DB 17

Roberts, Debbie

From:

[Redacted]

Sent:

To:

Roberts, Debbie

Subject:

Local Development Order 2 (Samlesbury Site)

I would like to raise my objections to the above based on a couple of issues that I feel warrant serious consideration.

1. Highways implications on the A59. My access like many others leads onto the A59 at Woods Brow, traffic flow on the A59 makes joining it, particularly at peak times high risk. This is not helped by the backup of traffic from the lights at BAE entrance, any further increase in traffic will only compound the problem.

2. My other objection is to the possible height of buildings and lighting to be approved on the site, I believe this should be kept at a low level. The site is viewed from near and far in an area of outstanding rural beauty, and although in many ways is already a blot on the landscape it would be criminal to compound this with more high garish buildings and excessive floodlighting. Low level would allow for screening with trees maintaining the rural landscape.

Whilst I recognise the potential benefits of the development for Lancashire there are serious implications particularly for local residents that need consideration and consultation, not just notification that "this is what we are doing".

Yours Sincerely

C.S. Cockercroft
Marsden House Farm
Bezza Lane
Balderstone
Blackburn
BB2 7LQ

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Roberts, Debbie

From:
Sent:
To:
Subject:



I wish to make the following observations regarding the Local Development Order 2 at Samlesbury.

1. The roads surrounding the Samlesbury site are already congested, to have two new access points (one off the A59 and the other Off the A677) if allowed to go ahead will cause many problems not only for local traffic but also for vehicles accessing the site. The A677 access point has not had a Traffic Assessment which have been required when previous applications have been made to open this access onto the site. Traffic assessments previously done have found it not possible to allow that access point to be opened. Indeed " no workable solution could be found to allow that access to be opened" was the conclusion of the last TA.
2. No attempt to get local opinions have been made by BAE Systems. The LDO2 states that it represents a partnership approach which includes the communities affected.
3. The damage to the wildlife that already exists on the site is no adequately protected. The species of birds (especially ground nesting birds) which are only evident at spring time cannot be redirected. This can also be said of other species, such as, Deer, Badger and Owls (Barn and Tawny). I might also add that " to mitigate or compensate "will not help the wildlife whatsoever.
4. It is difficult to object to anything when the LDO2 document is not specific. Yet once this document is passed we have no recourse to oppose anything that goes on within the Enterprise Zone. How can we object to Masts, without knowing where and how high? Lighting again without knowing where and what density the lighting is, how can anyone make any comments? This argument runs throughout the whole document. Yet this comes under the guise of ; reducing the burden on the local planning authority Parish Councils and consultees; and demonstrate a positive approach to planning. It is surely the very being of the Planning Department to protect the neighbours who should be protected, and not to reduce their burden?

There are many other points which could be raised in what I feel is a flawed document, however I would be grateful if you would add my objections to be considered when the final decision is being debated.

Kind regards.
John Greaves
Petherton
Preston New Road
Mellor Brook
Nr. Blackburn
BB2 7PU

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Roberts, Debbie

From: [REDACTED]
Sent: [REDACTED]
To: Roberts, Debbie
Subject: Samlesbury Enterprise

My family and I live at 61 Mellor Brow in Mellor, and are extremely concerned about any further development in the area. When British Aerospace was enlarged we were told it would have a minimum impact, in fact the reverse is true. As well as the noticeable increase in traffic the village then comes to a complete standstill when the A59 is closed due to an accident.

Equally bad is the A59 entrance to BA, within seconds of even one vehicle wanting to either turn into or out of the site, all traffic is halted by the traffic lights to allow this one vehicle priority. This delays 20-50 vehicles at a time. It's a very rare occurrence indeed when you are not delayed when traveling along the A59.

Whilst as a family we take a live and let live approach to life, we are not prepared to see a further deterioration in our quality of life and that of the surrounding countryside and wildlife. We therefore strenuously object to any further development of the Samlesbury site.

The Aitcheson family.

Sent from my iPad Ian Aitcheson


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Response Form

Samlesbury Enterprise Zone Masterplan Consultation

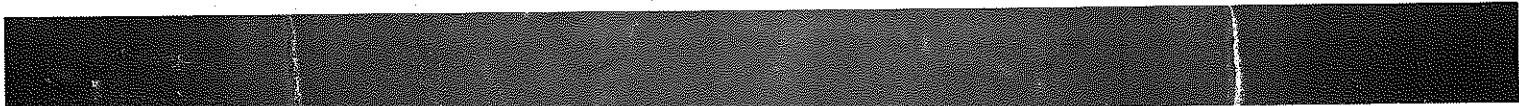
Title: (please circle)	Mr/Mrs/Ms/Dr/Rev/ Other (please specify)
Forename:	Margaret & Rudolf
Surname:	KOBERL
Organisation:	
Address:	35, Bosburn Drive Mellor Brook. BB2 7PA
Telephone:	
Email:	

This Consultation will end on 28th November 2013

Your Comments:

We believe that any access which would increase the flow of traffic, through Branch Rd. and Mellor Brook Village, would be detrimental to village life for the following reasons! -

1. Noise and pollution
2. Safety aspect - children, elderly etc crossing roads - speed limits presently ignored.
3. L2R Access proposals appear to be a short term solution to an ongoing development problem. It



is preferable to be forward thinking by
planning for future developments Now.

④ Already excessive heavy goods
traffic.

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