

Proposal to re-open Gayles Quarry - Opposition statement

Ref NY/2022/0103/FUL

Contributors; 33 residents of the parishes of Whashton & Gayles

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Clerk to Whashton Parish meeting

May- June 2022

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**Grid Ref 412852,
506587**

2. Introduction/Background

This document is a response to both a letter sent to Gayles Parish Meeting dated 22 March 2022 that was shared, dated 6.3.2022 and the formal planning application NY/2022/0103/FUL, which was received 25 May 2022. All the comments included here have been gathered since the initial date listed and been modified after the formal application was made public. This is a combination of a lot of dialogue and concerns, and it is a collective voice.

As can be seen from the above annotated photograph taken from the Transport Statement Dec 2021 by Milestone Transport Planning, the historical quarry 5-hectare site is situated within a rural area on elevated land in the parish of Gayles, designated as a National Character Area (NCA). The views from and toward this area from the A66 are stunning. As the access to and from the proposed quarry reopening is via the U1095 track and Sturdy House Lane, the majority of which lies within the parish of Whashton, we as a parish have compiled this report

with our concerns and opposition. The letter from Stainton Quarries was on the agenda at our AGM on 6th April 2022, minutes of which are available, on request or to view on our parish website. All members of the parish have had the opportunity to respond to the proposal and this report is a compilation of those responses. The parish of Gayles, where the quarry site is situated, have also contributed to this report and some of the parish responses are recorded here. This is a response to our collective area, and we share many concerns.

This should be seen as a summary document and read alongside all individual objections received.

Using the Country Landowners Association (CLA) as a guide, we recognise the need to concentrate our objections on Material Considerations i.e., Traffic impact, noise pollution, and pollution e.g., dust, water contamination and the need for the rock itself. Our report has these at its heart but also considers the environmental impact as well.

It should be noted that some of the submitted planning documentation contains questionable interpretation of events e.g.

“it was considered more appropriate for the landowner and operator to seek to make direct contact with residents who may be affected by the proposal rather than holding general public consultation events.”

This took the effect of a letter 22 March 2022, which was considered by the parish councils of Gayles and Whashton in minuted meetings, but no individual approaches were made to any occupier of Sturdy house lane cottages or the owner at Woodcock House at this time. In fact, it was only Gayles that was contacted at this time and not the parish of Whashton and Whashton parish was alerted by the Chair of Gayles Parish.

‘The landowner has attempted to contact the occupiers of Quarry House however this property is currently empty and is up for sale with GSC Grays Ltd. Tim McHale, Safety and Environmental Manager at Stainton Quarries has spoken to the owner of the farm and properties at the ‘T’ junction of the U1095 (so called ‘tank road’) and Sturdy House Lane.

The Manager at Stainton’s Quarry has had an email exchange with the owner but not ‘spoken’ to them at all about this matter.

*‘Water bowser and mechanical brush will be utilised on all haul roads and hard standing areas during dry and windy conditions. This activity will also extend to paths and roads in the **village of Stainton.**’*

This comment presumably means the water bowser and brush will be used along the U1095, Sturdy House Lane, the Richmond/Ravensworth Road up to the A66. Do we assume from this that any dust to footpaths and roads will be monitored and remedied by Stainton Quarries? It does not seem relevant to just mention Stainton Village in this application.

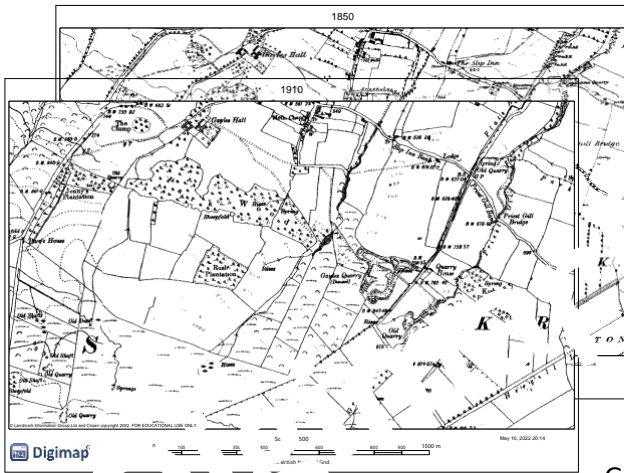
3. Quarrying in the area.

The area surrounding the quarry and the parish of Gayles itself is historically and archeologically rich.

“Archaeological evidence suggests that the Gayles area has been inhabited since pre-historic times and the moors to the south and west of the village are dotted with evidence of the early inhabitants including cup and ring marked stones, earthwork platforms of early structures, cairns and barrows. “(Gayle’s conservation and Management Plan)

The disused quarry is first mapped in 1850 as operational.

The first OS map of 1850 showing the quarry in operation. It also notes it is a sandstone quarry.



Map of 1910 showing the quarry as disused. Given it usually takes approx. 7 years for maps to be updated the quarry probably came into disuse around 1903 – some 119 years ago.

On www.bgs.ac.uk the quarry has a Building stone quarry number 110102 and building stone id number as 5207 indicating it is Alston Sandstone, and that the quarry had 'ceased'.

Gayle's itself is a conservation area - the extracts below from the **GAYLES CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN** (Adopted as supplementary guidance 23 February 2010), highlight the historical evidence for quarrying in the parish and for its decline.

*"The population of the village has fluctuated greatly over the centuries mostly depending on the prosperity of the quarrying industry The population peaked in the early 19th century with about 220 residents present at this time mostly working in the quarries or small coalmines to the south. **High costs and difficulties in transporting the stone lead to a decline in the mid-Victorian period***

Stone

*Until the mid 19th century the quarries around Gayles had a reputation for producing high quality building stone, which was used widely on some prestigious projects including the early Middlesbrough Town Hall and Greta Bridge. **Transport problems and costs saw the decline and eventual closure of most of the quarries.***

From this text it is interesting to note:

- High costs and difficulties in transporting the stone lead to a decline in the mid-Victorian period
- Transport problems and costs saw the decline and eventual closure of most of the quarries
- Despite the high quality of the stone, it was still uneconomic

4. The Quarry reopening proposal

The quarry reopening will in effect influence several local parishes; Gayles as the quarry itself is situated within its boundary, Kirby Hill as Grove Gill House and the section of U1095 from the quarry entrance to the parish boundary with Whashton. Whashton parish is concerned with the quarry development in general, and specifically about the traffic and transport issues raised and the inevitable environmental impact this will generate. This is because most of the proposed route via the U1095, Sturdy House Lane and the Richmond/Ravensworth Road (from Whashton Springs Farm to Comfort Lane) lies within its parish. (See Parish map at the end of the report). Gayles parish has concerns about all aspects of the quarry development.

Ravensworth parish will no doubt have some comment on traffic through the village to access the A66.

From the Landscape and Visual Impact assessment the following conclusion is drawn;

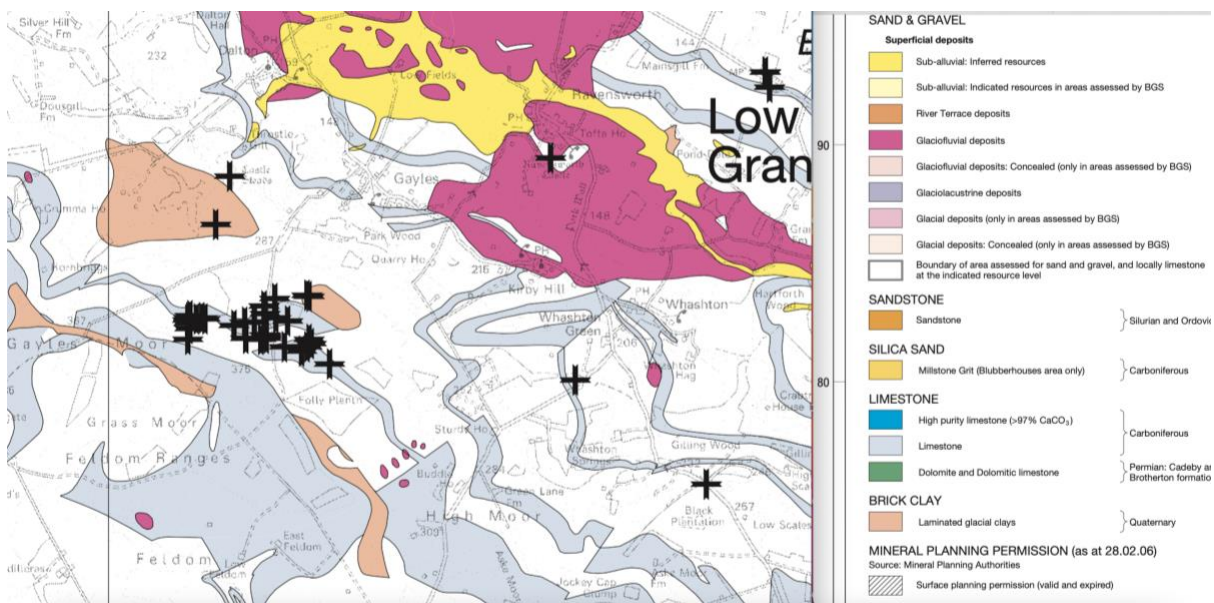
This appraisal notes the landscape sensitivity attributed to the locality by the NYCC LCA and, despite evidence of previous mineral workings at Gayles Quarry, subsequent regeneration has resulted in re-vegetated feature that echoes the 'remoteness' and 'tranquillity' identified by the various character assessments. Whilst there are no specific landscape designations within Gayles Quarry, or the proposed extraction area, the features of the present quarry and the rough pastureland contribute to elements of landscape character; but are likely to be replaceable in the medium term. Both the existing quarry, and immediate environs, display a strong sense of place with perceptual qualities that are potentially

vulnerable. Based upon the criteria noted within the LVIA methodology at Appendix 1, landscape sensitivity at the site and immediate environs is hence considered to be **Medium/High sensitivity**.

Given that the impact is clearly recognised here we would request that this be in the forefront of the readers minds for the rest of this objection.

The North Yorkshire Minerals Resources West Map (shown below) does not seem to indicate the quarry or its resources as being part of the forward planning for extraction.

<https://www2.bgs.ac.uk/mineralsuk/download/england/northYorkshireMap.pdf>



Nowhere in the transport plan is evidence for **the need for the quarry** (based on the **Minerals and Waste Joint Plan 2015 – 2030** Adopted by NYCC February 2022) which states that:

1. “The main purpose of the Joint Plan is to provide guidance to developers, local communities and other interested parties on where and when minerals and waste development may be expected over the next 15 years or so, as well as how it will be managed to reduce any adverse impacts and maximise any benefits.”

1.12 As well as contributing to the supply of important raw materials and sources of energy, minerals and waste development can give rise to a range of adverse impacts, such as on the environment, local communities and businesses, which need to be minimised. Helping to achieve a suitable balance between these potentially conflicting objectives is a key role of the Joint Plan.

M15 policy iii) the re-opening of former building stone quarries;

Proposals for the supply of building stone should be supported by evidence to demonstrate the contribution that the stone proposed to be worked would make to the quality of the built and/or historic environment in the Plan area and/or to meeting particular requirements for building stone outside the area, such as geological matching. The scale of the proposal should be consistent with the identified needs for the stone.

5.85 Building stone includes material used for roofing, walling, flagstones or ornamental purposes. There are currently 15 active quarries supplying building stone in the Plan area, although historically there have been many more. Sandstones and limestones suitable for use as building stone can be found relatively widely within the Plan area outside the Vale of York and the lower lying parts of Selby District..

5.89 Building stone quarries are typically relatively small in scale but, as a result of the need to source stone of particular technical or aesthetic properties, may sometimes be proposed in sensitive locations with the potential

for impacts on the environment or local communities. It is therefore important that proposals can demonstrate compliance with other relevant policies in the Joint Plan. Proposals for sustainable stone processing at a quarry or at an existing stone recycling facility including; sawing, tooling and screening would need to demonstrate compliance with the development management and other infrastructure policies in the Joint Plan.

https://www.northyorks.gov.uk/sites/default/files/fileroot/Planning%20and%20development/Minerals%20and%20waste%20planning/Examination%20Library/Adoption/LPA128%20-%20%20MWJP%20Policy%20document%20-%20Final_0.pdf

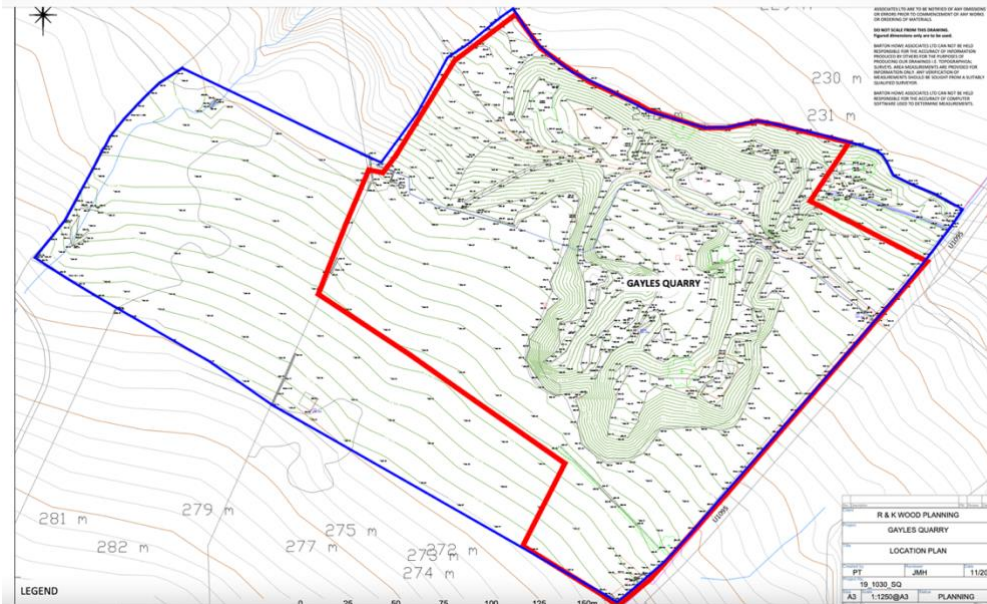
As the Stainton Quarry proposal is for extraction of 225,000 tonnes of rock (gritstone) over a period of 15 years at 15,000 tonnes per annum of block stone and walling/ landscaping stone being exported, our concerns and questions would be;

- **Why is it necessary at this particular quarry?**
- **How does it comply with the Minerals and Waste Plan?**
- **Where might the stone be used?**
- **Why this particular stone from this particular quarry?**
- **Clarification is needed on the following statement** “It is not expected that significant import of material will be required, although small quantities of cohesive materials could be needed “. What does this mean? Why is it needed?
- **Guarantees that** “Staffing at the quarry will typically be four people, plus HGV drivers,” and that that will remain the case, and they will be Stainton employees and not subcontractors
- HGVs with a maximum load of 20 tonnes – specification of vehicles and size needs to be clear eg low loaders or tipper style, contractors used and mitigation that they will adhere to all road requirements
- **Guarantees that** Maximum daily activity 10veh/day (5in / 5 out).

We would also like to note that there are other quarries in the area; Gatherley Moor which quarry Alston sandstone, which is the same as in Gayles Quarry. Greenbank Quarry, Ravensworth also quarried this stone but ceased trading as it became uneconomic to exploit. This being the case the ‘need’ for this stone is apparently being met elsewhere.

General observations would be:

- Where power for the site will come from? There will need to electricity available for the work areas. If this is to be provided by generator this will also come with associated noise.
- How often a fuel truck will travel to the site for the on-site plant?
- What on-site facility will there be for fuel storage for the following sizeable vehicles listed: Volvo tracked excavator, 883 Reclaimer Screen , Metso 105 mobile crusher, Hyundai loading shovel and Manitou telehandler.
- The water bowser/wheel washing facility is not listed as one of the machines to be used.
- Where will the water for the buildings sanitation and also the wheel washing facility be derived from?
- What mitigation against spillage/leakage to prevent leaving contaminated ground will be in place and who monitors this?



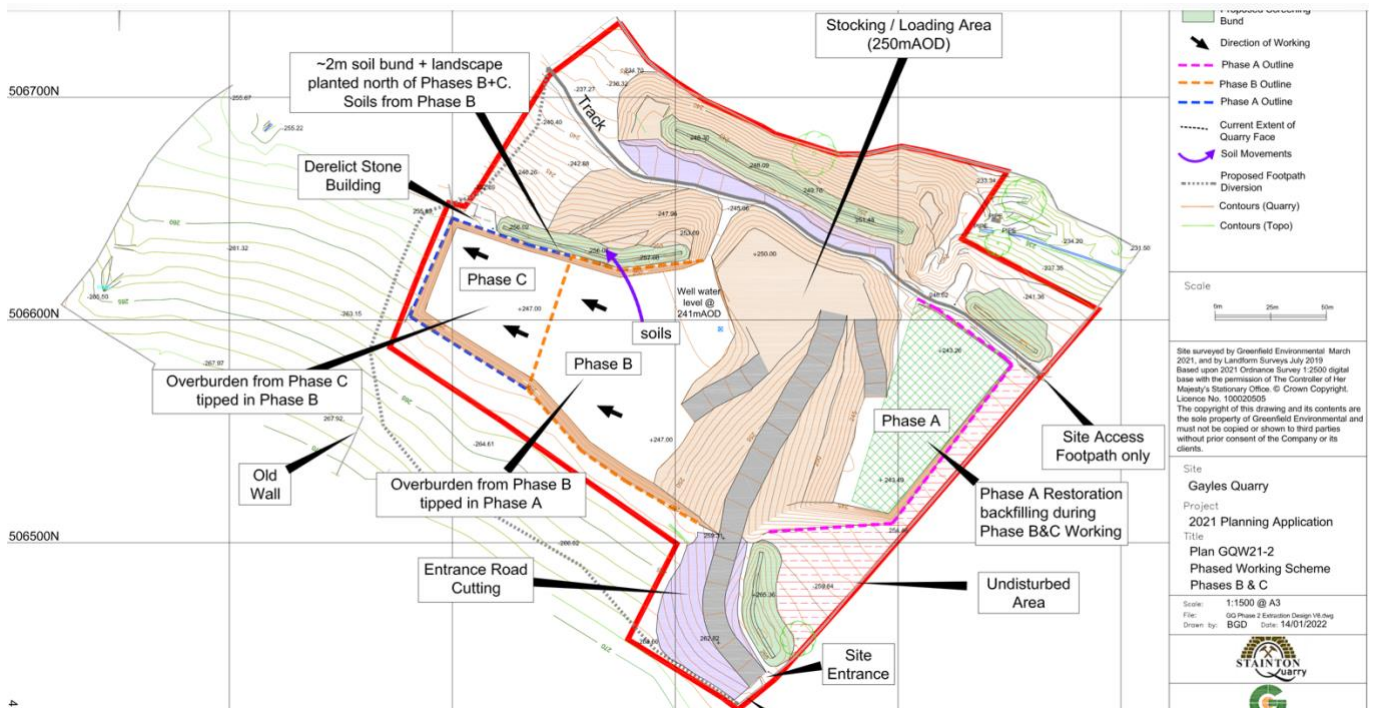
This map supplied in the application shows two demarcated areas.

The first shows the area relevant to this Planning Application (Red border) and a larger area ***“in Control of Stainton Quarry”*** bordered in Blue.

Comparing this to the one which shows the ‘Direction of Working’ as heading in a roughly North Westerly direction (below), it is difficult not to suspect that

the real plan of Stainton Quarry Ltd is to lodge a second Application, to extend the extraction into the Blue bordered area. This would be much more difficult to successfully oppose, given it would be an extension to a working quarry.

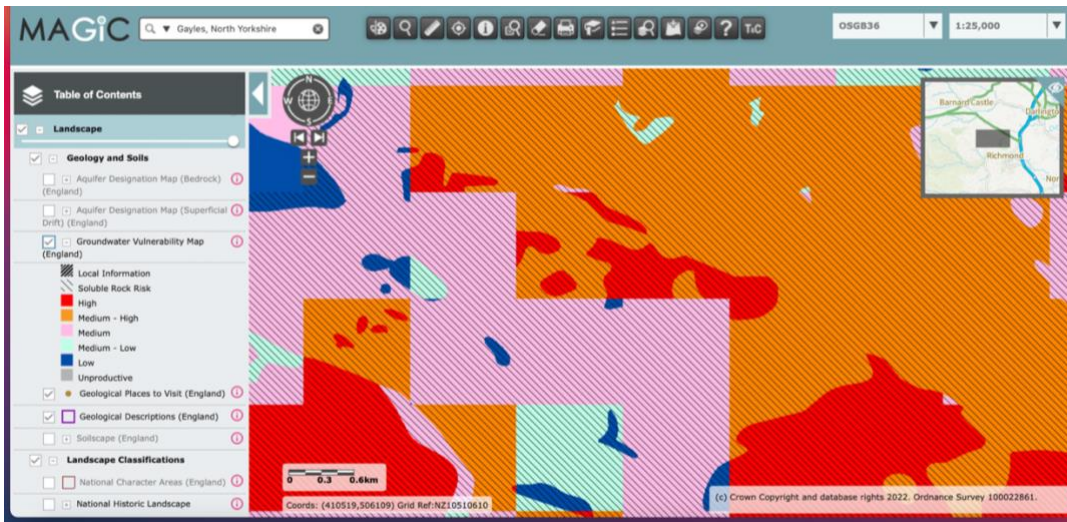
This could mean that new quarrying at this site would be extended to 25 to 30 years and not 15 as is ‘suggested’ by the current Application, and over an extraction area approximately twice as big as the current Application shows.



Does Stainton Quarries have a much longer-term plan to move operations to Gayles as Stainton quarry is nearing exhaustion, and it would be cheaper to move the sawing to Gayles. The addition of a stone saw to the proposed site post approval would greatly add to the noise emanating from the site.

Potentially expanding operations into the Blue area and ramping up extraction, would dramatically increase HGV movements.

Below shows a map indicating the ground water vulnerability for the quarry area– Source DEFRA Magic



This map indicates a medium – high ground water vulnerability in the area around the quarry. “Groundwater vulnerability is a term used to represent the natural ground characteristics that determine the ease with which groundwater may be contaminated by human activities.”

Due to this and the nearby water courses we have grave concerns that contamination from run off from quarry waste will pollute the natural water sources.

1. Where water for the site facilities, crusher, stock washing (dust control) and wheel washing will come from?
2. How they intend to drain water from the above away from the site and screen dissolved/suspended stone dust etc before discharge?

From the documentation provided to accompany the planning application the area is noted as Flood Zone 1 ‘less than 0.1% chance of flooding in any year’ – which would seem accurate given its elevated position, however no ref to the vulnerability is made except to keep all workings above the water table and no mention is given to the boreholes as seen on the maps.

It is interesting to note that talks and preliminary enquiries have been undertaken as far back as 2019 - Discussions with NYCC during the pre-application stage have comprised a formal pre-application response (dated 1st March 2019) as noted in the Transport Statement Dec 2021 by Milestone Transport Planning document.

The transport survey and road data collection was made in the **autumn** months (Thursday 28th November and Wednesday 4th December 2019 using Automatic Traffic Counters (ATCs) to obtain the baseline traffic flows).

From April /May to September Sturdy House Lane is usually busy as contractors for the farms are cutting and leading out Silage, then hay and then moving harvest straw. The tractors have large trailers and are fully loaded and take up the full road width. This would seem incompatible with large quarry wagons and an increased safety risk. It would have seemed sensible to conduct traffic surveys at different points of the year to provide comparative data.

A further concern is that the application; **NY/2021/039/SCR Gayles Quarry, Gayles, North Yorkshire, DL11 7QJ** was given Decision Notice: 11 Mar 21 (Request for a formal Screening Opinion in relation to the re-opening of Gayles Quarry to allow for the extraction of block and walling stone) came to the conclusion that “Under the powers delegated to the Head of Planning Services, this letter therefore confirms that the County Council is of the opinion that the proposed development is **not EIA development and need not be accompanied by an Environmental Statement.**”

<https://edemocracy.northyorks.gov.uk/documents/s5664/Items%20dealt%20with%20under%20the%20scheme%20of%20delegation.pdf>

This suggests that NYCC do not recognise any environmental impact this might have on the area, nor do they consider that the decision should have been undertaken by councillors representing the local wards and not solely by the delegated planning officers – which they could have requested.

As the purpose of an EAI (Environmental Impact Assessment) is “to **protect the environment** by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process.”

“The aim of Environmental Impact Assessment is **also to ensure that the public are given early and effective opportunities to participate in the decision-making procedures.**

<https://www.legislation.gov.uk/ukxi/2017/571/schedule/2/made>

This decision and the lack of parish opportunities to respond at this early stage, further highlights the apparent lack of concerns for the local area.

Using Table 5 from the Ecological Impact Assessment ,4 areas designated as SINC (Site of Interest for Nature Conservation); Copper Mill Bridge Wood, Wilfs wood and Grassland at Kirby Hill, Park wood and Sturdy House Lane wood. All meet the criteria for ecological interest.

As ‘Screening’ is a procedure used to determine whether a proposed project is likely to have significant effects on the environment. It should normally take place at an early stage in the design of the project. However, it can also occur after a planning application has been made or even after an appeal has been made.”

Given the geographical location of the quarry between two conservation areas and close to a site of ancient woodland it seems unthinkable that one wouldn’t have taken place.” *However, within 10km of the site boundary are small areas of the North Pennine Dales Meadows Special Area of Conservation (SAC) whose underlying Site of Special Scientific Interest (SSSI) sites are Gingerfields SSSI and Richmond Meadows SSSI and are located approximately 5km south of the site boundary” – especially given this proximity.*

Schedule 2 developments include;

“area of the works” includes any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps or other facilities or stores required for construction or installation;

“controlled waters” has the same meaning as in the Water Resources Act 1991(1); and

“floorspace” means the floorspace in a building or buildings.

A developer can choose not to seek a screening opinion for a Schedule 2 development and proceed to prepare and submit an Environmental Statement.

The local planning authority (or the Secretary of State as the case may be) should determine whether the project is of a type listed in Schedule 1 or Schedule 2 of the 2017 Regulations:

- if the project is listed in Schedule 2, the local planning authority should consider whether it is likely to have significant effects on the environment.

See table below.

column 1 Description of development	Column 2 Applicable thresholds and criteria
<i>2 Extractive industry</i>	
(a) Quarries, open cast mining and peat extraction (unless included in Schedule 1);	All development except the construction of buildings or other ancillary structures where the new floorspace does not exceed 1,000 square metres.

“Noise Pollution

Unfortunately, quarrying involves several activities that generate significant amounts of noise. It starts with the preparatory activities, such as establishing road or rail access, compound, and even mineral processing facilities. Next is the process of exposing the mineral to be extracted and this is usually done by removing the topsoil and other soft layers using a scraper, or hydraulic excavators and dump trucks. The excavation of the mineral itself will involve considerable noise, particularly if blasting methods are used. Following this, the use of powered machinery to transport the materials as well as possibly processing plants to crush and grade the minerals, all contribute even more noise to the environment. “<https://sustainablebuild.co.uk/the-impact-of-quarrying/>

We are concerned that the constant background noise will be detrimental to the area and with windage the sound will travel further down the valley areas.

The noise impact assessment concludes that *‘The Noise assessments indicate that noise from proposed quarrying should not adversely impact the amenity of residents during the daytime at Quarry House. There is a degree of uncertainty in the actual noise levels that will be emitted once the screening bund is constructed.*

Normal quarrying operations will be well below the 10 dB(A) and barely audible.”

There is no mention of the impact of noise on wildlife in this report. Curlews and skylarks are nesting in surrounding areas, plus there will be birds and mammals nesting/living in the woodlands and hedgerows nearby.

This links to the concern that the quarry stone will be removed by “mechanical extraction’ using sizeable machinery – implying that no blasting will be taking place. This needs to be written as a guarantee and a definition of exactly what mechanical extraction will look, and sound like for the area shared. Noise pollution will also include vibrational air disturbances – which wildlife will be particularly sensitive to.

5. Traffic concerns related to transport of quarried stone.

Many of these points were raised at a meeting with Paul Roberts, Transport and Development, NYCC on 9.6.22

1. Unclassified road by the ranges – footpaths, bridle paths, cyclists

The Highway code provides updated guidance on safe passing distances and speeds for people driving or riding a motorcycle when overtaking vulnerable road users, including:

- leaving at least 1.5 metres (5 feet) when overtaking people cycling at speeds of up to 30mph, and giving them more space when overtaking at higher speeds
- passing people riding horses or driving horse-drawn vehicles at speeds under 10 mph and allowing at least 2 metres (6.5 feet) of space
- allowing at least 2 metres (6.5 feet) of space and keeping to a low speed when passing people walking in the road (for example, where there’s no pavement)

Wait behind them and do not overtake if it's unsafe or not possible to meet these clearances.

This recent information is vital to consider when considering the width of the U1095 and Sturdy House Lane and the vehicle size of quarry traffic. It is also imperative to understand the clear legal ownership of the whole of the U1095 and who has responsibility for its maintenance etc. At our meeting of 9.6.22 this was to be confirmed. 10.6.22 "confirmed the UCR is highway and appears to be the full extent between the fence lines. Interesting the whole length of the road does fall to the LHA to maintain. Although I have to say the section beyond the tarmac road will be reviewed to a lower specification i.e. more like a unsurfaced green lane". It was also confirmed the NYCC highways have responsibility 'fence to fence' across the highway so any potential passing places would be up to them to locate and specify the size and nature of.

- It is not locally known as the tank road. *"In addition to moorland south of the site there is also an expanse of Ministry of Defence land known as Feldon Range which is in continuous use for military exercises including the use of HGV's, tanks and other military style off-road vehicles."* This statement is both misleading and inaccurate and No tanks or military off road vehicles use the U1095. The MOD do, however, use coaches to bring soldiers to the training grounds and park at the buildings sited along the U1095.
- The U1095 often has Red Flags flying to indicate that the firing range is in operation,
- This unclassified track is used by pedestrian walkers and runners, riders and cyclists.
- It forms a public right of way – as shown on the map as footpaths, bridleways and a dotted green line which indicates "other route public access"
- We have concerns that the dust from the road will be negatively impact the surrounding vegetation and insect life in particular – and any wheel washing regulations will be negated by the nature of the track anyway.
- It connects bridleways to form longer riding routes – BHS are aware and concerned
- It is a safe place for all the public to access safely eg while dog walking, cycling, riding or running etc,
- of great concern would be the sink hole adjacent to the track halfway between the end of the woods and the cattle grid at the Northern end of the track, there is NO culvert to assist the passage of the water under the track at this point and the subsidence at track level seems to indicate that this is a weak point and will collapse in the event of heavy vehicular movement.
- There are several culverts which result in steep drops and in some cases, it would be impractical to widen or strengthen these or if parapets were required it would come at additional costs of approx. £50K
- Concerns about the amount of dust raised by the traffic on the unsurfaced route which would further contribute to the particulate matter generated by the quarry itself.
- The junction of U1095 is used by the school bus as a turning area
- The junction between U1095/Sturdy House Lane is not gritted which has caused access issues in icy/snowy weather as the school bus/feed wagons for the farms have not been able to access. This has been discussed with highways Area 1.
- Copper Mill bridge is a small characterful bridge which could be damaged by large vehicles – it is very old as inferred by a 1454 document that refers to a 'copper mine of Richmond' which is the scheduled monument close to the bridge – and the old structure can be clearly seen under later repairs. This beautiful bridge on Sturdy House Lane was never designed for HGVs and would potentially be badly damaged by regular large vehicles. This would mean that it would need to have to have extensive modifications, or a new bridge built to accommodate additional loads – this would further impact on the nature of the area and the visual impact of the lorry traffic. The costs we estimate would be in excess of £100k which would have to be borne, presumably, by the Quarry owners and not the NYCC taxpayer. It would seem a real tragedy if the character of this old bridge were lost.
- Copper Mill bridge is close by the site of **18th century copper mill 80m northwest of Copper Mill Bridge - Scheduled Monument** List Entry Number:1020321. Date first listed:20-Jul-2001 **Location** Parish: Whashton National Grid Reference: NZ 14357 05514
- If the U1095 is to be surfaced to accommodate quarry vehicles it would no longer be classified as U1095 but become a C class road. If this is the case it would become a 'rat run' for those wishing to cut down to Ravensworth, Dalton, Gayles and Kirby Hill. It would also incur the default 60mph speed limit - which as a parish we have asked for the 60mph to be reconsidered for the section of road from Sturdy House

junction with the Richmond/Ravensthorpe Road and the junction with Comfort Lane – due to the road bends, and equestrian users and driveways that open directly to the road. It was refused. Speed limits need to be reconsidered for the Sturdy Lane section and U1095 should it become tarmacked and accessible to all traffic.

- The verge edges of the track would need to be reinforced to stop spreading onto the verges and soil creep due to the heavy nature of the transport pressing sideways. – this would be detrimental to some of the verge plants and ecology

Figure 19 Proposed Passing Places at Sturdy House Lane Bridge



This annotated aerial photograph taken from the transport document supplied, indicates the proposed areas where ‘passing’ could occur. Having walked this with the Highways representative it was clear that the positions of these verge hardening measures were positioned inappropriately to allow for clear visual access and would have a negative impact on the visual appearance of the country road. There would have to be a large number of trees removed to give improved visibility which is unacceptable as it is within one of the areas designated important for nature. One suggestion could be the installation of traffic lights to mitigate this situation, but they would incur further infrastructure costs. This would further increase the costs to the bridge to well over £100K.

- Given the new updated Highway code – on U1095, but on Sturdy House Lane in most part – the new guidance would not be able to be implemented due to road width.
- Any passing places would have to be constructed to NYCC standards at an approximated cost of at least £8000 plus legal fees for each passing place – depending on size and utilities in the area and signed accordingly – which will change the character and integrity of the road and its environment
- Information shared by BHS; “for the surface of the "tank" road to be kept unsealed and there be safe passing places, the drivers be instructed in safe passing of horses and other facilities provided as appropriate.” This would mean the whole length would need to adhere to the BHS standards for safe road use.
- you will instruct your drivers in road safety and consideration for ridden horses, there are many kept in the area, and they will come across them whilst transporting the stone etc. It is understood that NYCC can insist on additional training for the HGV drivers to ensure safe conduct on the roads at all times, as has happened at another quarry in the county.
- The plans reference customers and suppliers visiting the site which will contribute additional traffic on top of the 5 HGV’s (5 in and 5 outbound journeys) per day stated. We also want details of the exact vehicles to be used – low loaders/articulated lorries or tipper style or both. We are expecting that, as what happens in other quarries, individual purchasers can arrive at the quarry in their own vehicle to transport the stone – be that tractor and trailer or their own lorry. This is not accounted for in any of the transport plans.
- How will the original machinery be transported to site – given its size and the nature of vehicles on the narrow roads. These machines will also need service vehicles to access the site which also adds to the traffic count.
- A revision of road speed designation required as it currently is a 60mph on all roads on the route through the parish of Whashton which seems inappropriate and ill-advised as the road had narrow points and width restrictions.

- The size of vehicle in relation to road width

Vehicle	Capacity	Length	Width	Height
Artic	30 tonnes	-	-	-
8 Wheeler	20 tonnes	31'7" / 9.63m	8'4" / 2.5m	11'6" / 3.5m
6 Wheeler	15 tonnes	27'0.5" / 8.23m	8'4" / 2.5m	11'6" / 3.5m
4 Wheeler	10 tonnes	22'7.5" / 6.88m	8'4" / 2.5m	10'6" / 3.2m

Highways code calculation: road width, 20 tonne lorry width, highway code safe passing area



3.1 – 4.7 m (max and min road widths)

$4.7\text{m} - 2.5\text{m} = 2.2\text{m}$

$3.1 - 2.5\text{m} = 0.6\text{m}$

From this – the addition of lorries on a regular basis is clearly going to be hazardous and non-compliant with the Highway code.

For road measurement details please see **TABLE BELOW** which clearly shows the **inadequacy of the road width to be compliant.**

SURVEY OF HARD SURFACING WIDTH ALONG STURDY HOUSE LANE FROM THE ‘TANK ROAD’ TO THE JUNCTION WITH STONYGATE BANK

29 MAY 2022

MEASUREMENTS TAKEN EVERY 20M

5.5 m (Tank Road junction)	4.6m	3.0m (Exit of bridge)
4.4m	4.3m	3.9m
3.7m	4.1m	3.9m
4.2m	4.2m	4.1m
4.0m	4.3m	4.3m
4.0m	4.1m	4.3m
4.2m	4.2m	4.3m
4.1m	4.6m (Top of hill down to bridge)	4.1m
3.9m	4.5m	3.7m

3.8m	4.7m	3.5m
3.6m	4.4m	3.6m
3.3m	4.3m	3.7m
3.1m	4.3m	3.7m
3.4m	4.1m	3.7m
4.2m	4.0m	3.7m
3.9m	4.3m	3.8m
3.7m	4.2m	3.7m
3.9m	4.1m	3.8m
4.1m	4.3m	3.6m
4.3m	4.4m (bend on approach to bridge)	3.9m (Stonygate Bank junction)
4.5m	2.9m (On bridge)	
4.7m	2.6m (On bridge)	

Observations:

1. There are no formal 'passing places'
2. The edges of the tarmac are not reinforced or protected by kerbing – edge deterioration and break up is common along the surveyed length.
3. Verges are not protected. During the survey a commercial vehicle was observed passing a family sized car necessitating both near-side tyres on the soil & grass verge.

The unsuitability of Sturdy House Lane and the U1095 to take such regular HGV traffic would undoubtedly lead to considerable on going damage to the verges and possibly the structural integrity of Copper Mill Bridge itself.

- The re-routing of the footpath to the area nearer to the MOD Feldom ranges would seem to be an increased danger to walkers, especially if the red flags were flying and would probably be a safety concern for Defence Estates.

NYCC have an ambitious ***Beyond Carbon*** plan – part of which is summarised below:

Cycling and walking

We are developing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs) for the principal towns in the county. The aim of these is to identify the main cycle and walking improvements in a town to enable us to bid for government funding and / or to secure funding contributions from developers.

We are also looking at **opportunities to fund feasibility work to provide cycling and walking interventions as part of a social prescribing offer.** <https://www.northyorks.gov.uk/beyond-carbon>

When we have an area and opportunities for exactly this – it would seem crazy and short sighted for NYCC to support a project which is at variance with their objectives.

The *Local access forum*. In their consultation document state:

*In conclusion the Forum would remind North Yorkshire County Council that the needs of walkers, **cyclists and horse-riders must be fully considered** in this application as the A66 to the north and the Army ranges to the south limit the recreational scope for these vulnerable road users, making the unclassified roads and rights of way in this constrained corridor particularly valued.*

The footpath is proposed to be re-routed for the duration of the quarrying operations – some 15 years. This re-route has not yet been applied for and our understanding is that any re-routing has to be applied for every 10 years. The new route which passes closer to the Feldon ranges boundary will also appear to be using the same vehicular entrance as the quarry vehicles which must raise a point of safety.

2. Richmond Road from Lower Whashton Springs to Comfort Lane

- Sturdy House Lane junction is dangerous with the additional gateway that has been reported to NYCC highways on several occasions and letters have been sent by NYCC to the person responsible – to date this is unresolved and a traffic hazard.
- This road does have farm traffic and agricultural vehicles on it at present which will cause some constrictions if they happen to meet going in opposite directions due to their respective widths
- I've attempted to work out the hill gradients as below. Sturdy House Lane from the bridge to Sturdy Cottages 6%, Stoneygate bank 5%, Road from Gayles road to quarry entrance 10%
- What is the gradient for Gallowgate as the lorries are proposing to use this route to access Richmond?
- The road to Richmond near Gilling Wood is a tight and narrow bend which can be dangerous in icy weather with poor visibility as you come around the bend towards Richmond.
- The hill by Hill House is often treacherous with ice in winter and has seen some near misses with traffic mounting and driving onto the drive of Hill House to avoid collision which is why the bollards were instated by NYCC. This is a particular safety hazard for the residents.
- The traffic counter was not done at typical time of year when the road is busy with contractors silaging, haymaking and leading straw i.e., spring or summer. More horse riding, running, walking, and cycling takes place in the summer months too.
- Several near misses have occurred at Copper Mill bridge which will not be recorded officially but involve HGV travelling too fast to stop in enough time and other road users having to take evasive action. This will be compounded by additional traffic flow and no adjustment to road speed designation or signage.
- A revision of road speed designation on this section needs to be implemented for all vehicle user's safety.

3.C41/ C112 Stonygate Bank and Waitlands Lane

- From Sturdy House Lane to Stoneygate Bank there are road restrictions e.g., by the corner of Hill house the road is narrow and, on the bank, if icy it is a hazard due to the water trough that overflows here
- The junction at Whashton/Kirby Hill crossroads could be more hazardous for turning with heavy lorries passing
- Stoneygate bank is extremely narrow in places with vehicles having to stop to let other traffic pass.
- We asked for a speed restriction limit here and signs for equestrian users, but it was refused by Highways.
- Please see recent 'near miss' recorded by the resident of Hill House – in the appendix
- Stephen Wardle who had the quarry at Green bank farm said block stone went on low loader artic. Also, Highways did NOT allow the lorries to turn left onto the A 66 from his road, which is what Stainton are proposing. They had to go down past the garden centre and turn back up the other road to turn on to the A66. So, if highways allow this when planning goes in it begs the question what's changed. See route proposed on 220520---LORRY-ROUTE.pdf
- The Transport Route map shows vehicles entering the A66 from either Waites Lane or New Lane in Ravensworth. From experience we all know that in periods of the year it can take up to 10mins to turn onto the A66 from either of these junctions. Traffic of the A66 is limited to 50mph however experience shows that it is travelling at much faster speeds when the Police Camera van is not in situ, joining the fast-flowing traffic stream with a heavily laden HGV is going to increase the risk of serious RTA as we are

already aware of several incidents and accidents at these junctions in the past. Returning vehicles are shown as leaving the A66 at New Lane, whilst some improvements have been made to this junction it is clearly evident that the carriageway width is insufficient for a HGV to stop at the centre and wait for oncoming traffic to cease before crossing into New Lane. This will then cause traffic behind the HGV to come to a standstill also and there is serious risk of accident in the tailback due to the poor visibility for oncoming traffic over the brow of the hill.

- A Whashton Resident who has a child at Ravensworth primary school is particularly concerned about the additional traffic and associated hazards.

Any quarry traffic however frequent, will inevitably add to additional hazards.

It is unclear what form the lorries will take – if they are to be low loaders carrying large pieces of rock or tipper style lorries. This would make a difference.

Some guarantee that any lorries/wagons would be Stainton owned vehicles and not sub-contractors would need to be made clear in any planning or operational management plans. We understand that contractors are to be used as this statement is in the documentation; *‘Specifically, an information sheet summarising the requirements in respect of road transport will be handed to drivers employed by external hauliers. The drivers will be asked to sign for the sheet, acknowledging that they have read and understood the requirements. “our concerns would be – who will regulate and enforce compliance with this?’*

If the quarry is to operate at the same time as the upgrade of the A66 we would ask if this has been considered? Any traffic management plan regarding rerouting A66 traffic would have to be mindful of this additional haulage. It is worth pointing out that unofficial ‘cut through’ from A66 at Gilling via Comfort lane to Ravensworth, happens now in bad traffic on the A66, so fractious drivers and heavy lorries are not a good combination.

6. Environmental concerns.

It is of interest to note that the **NY/2021/039/SCR Gayles Quarry, Gayles, North Yorkshire, DL11 7QJ** Decision Notice: 11 Mar 21, states that in the opinion of NYCC it is **“not EIA development and need not be accompanied by an Environmental Statement.** “This seems surprising as the document itself shows the close proximity to ancient woodland and Copper Mill Bridge Wood, Wilfs wood and Grassland at Kirby Hill, Park wood and Sturdy House Lane wood. All meet the criteria for ecological interest.

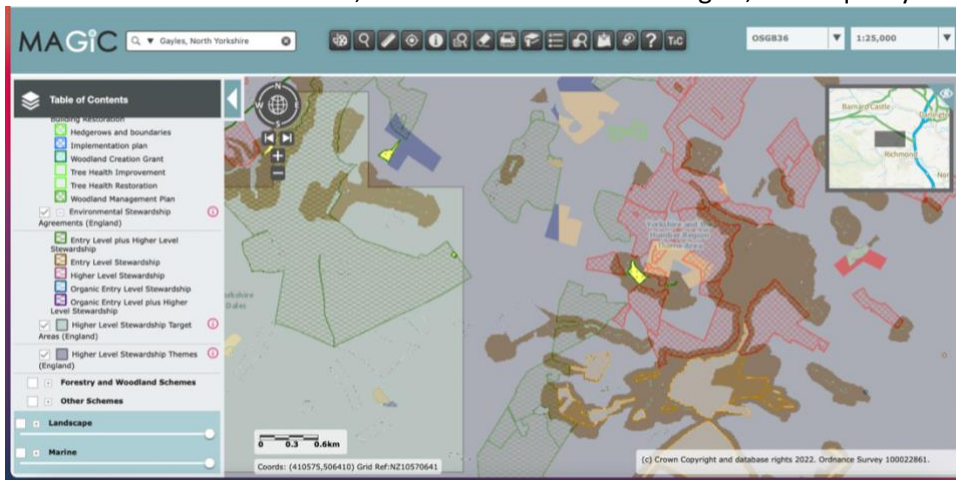
“One of the biggest negative impacts of quarrying on the environment is the damage to biodiversity.”

From what we can ascertain it falls in the impact zone for Lower Swaledale Woods SSSI/Gingerfields SSSI – this is a planning enquiry requirement to see if the ‘development’ affects the SSSI.

All the following maps were taken from Defra Magic and clearly demonstrate the area as being important for many species listed. The site is close by to a site of ancient woodland – Park Wood and the stream of Priests Gill.



“Quarrying carries the potential of destroying habitats and the species they support. Even if the habitats are not directly removed by excavation, they can be indirectly affected and damaged by environmental impacts – such as changes to ground water or surface water that causes some habitats to dry out or others to become flooded. Even noise pollution can have a significant impact on some species and affect their successful reproduction”
 The quarry area itself and the adjacent area is host to a number of species which are listed as birds of conservation concern, and which breed on the ranges, in the quarry or adjacent farmland:

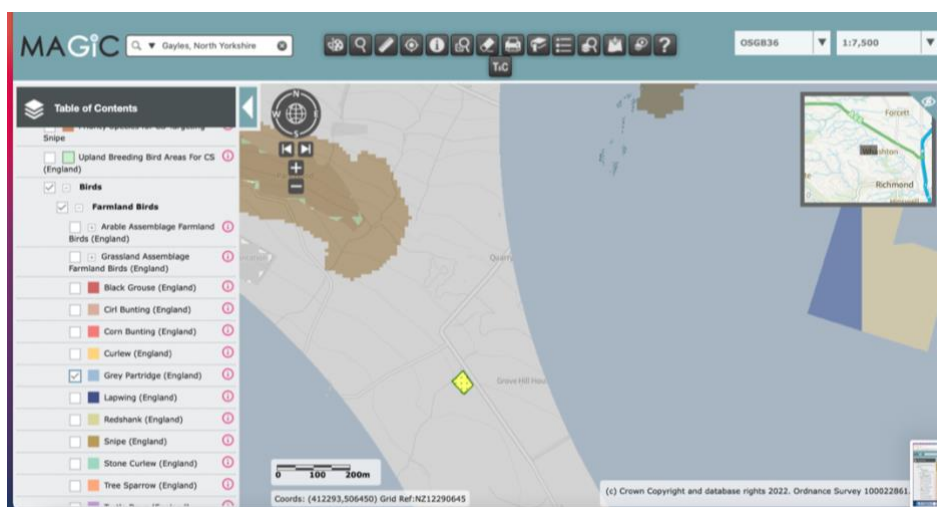


Red listed; Lapwing, Curlew, Woodcock, Cuckoo, Skylark, Mistle Thrush, Starlings, linnets, House sparrow, Tree Sparrow, Fieldfares in autumn/winter, Grey partridge – this represents 17% of all the red listed species

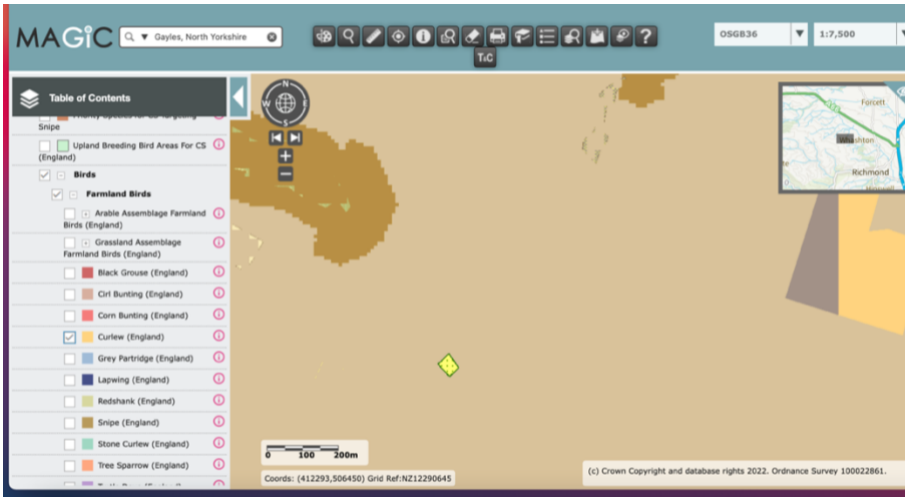
Amber listed: Snipe, Tawny owl, Kestrel, Meadow pipit, Dunnock, Oystercatcher, Willow warbler, Whitethroats, Wren, Wheatear, Redwings - in autumn /winter, wood pigeon, song thrush, rooks, BH Gulls in fields adjacent, Sparrowhawk – this represents 14% of all the amber listed species.

Reference;

<https://www.bto.org/sites/default/files/publications/bocc-5-a5-4pp-single-pages.pdf>



It falls in areas where certain priority bird species are recorded – Black grouse, curlew, lapwing, grey partridge, tree sparrow, snipe, also farmland & grassland bird assemblages recorded in

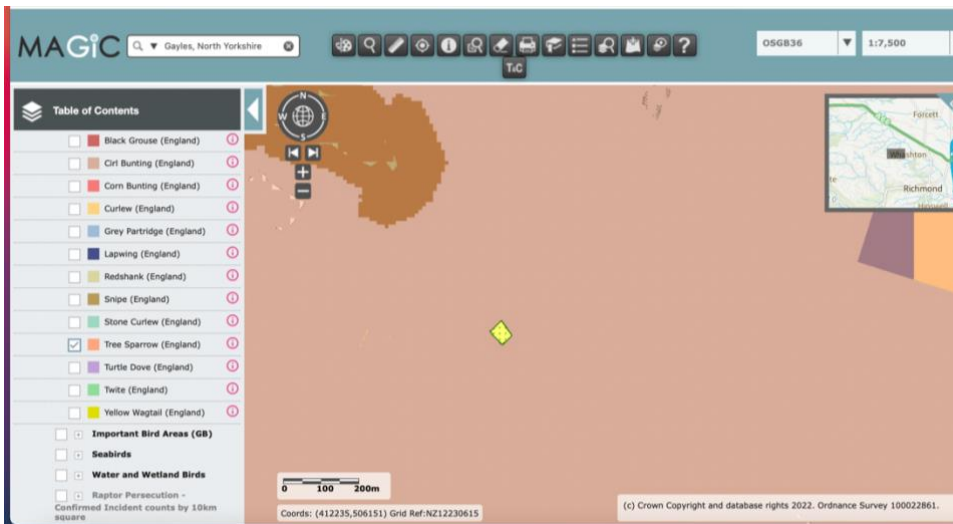


that area and is close to an upland bird breeding area.

- The noise, vibrational disturbance, dust, and extraction itself *could* have a wider effect than we anticipate. Although conservation status animals might not reside immediately in the quarry or on the roads themselves – they will be affected in some way by the change of land use. In the **Noise Impact Assessment**:

- No mention of wildlife in this report.
- Curlews and skylarks are nesting

in surrounding areas, plus there will be birds and mammals nesting/living in the woodlands and hedgerows nearby.



Dust will cover plants adjacent to the roadways eg wood sorrel which although not rare is beautiful and part of the natural habitat and ecosystem, and so effect potential insect life which is part of the food chain.

“in contrast the rush pasture grasslands to the south of the site would appear to support breeding populations of oystercatcher, curlew and lapwing the latter two species are listed in the red list of Birds of Conservation Concern whilst Oystercatcher is listed in the amber list of birds of conservation concern. The habitats used by these birds will not be directly affected by the proposed quarry and the quarrying operations will be below the visible horizon from the south and this will limit disturbance of the birds.

No significant impacts upon nesting birds are predicted and no further ornithological survey work is recommended. *“taken from the Ecological Impact assessment.*

It should be noted that one of the Project References stated in this document is David Ryder–Consultant Ecologist (2019) – Gayles Quarry Preliminary Ecological Appraisal, who, it is understood, owner of the land and cannot therefore be totally unbiased and it would therefore be a serious conflict of interest to the application.

‘The development will result in the temporary loss of 0.45ha of lowland acid grassland habitat whilst the restoration will create 0.21ha of a lowland acid grassland and heathland habitat along with areas of

open mosaic habitat (0.87ha) supporting open dry acid grassland, bare ground and ephemeral plant communities along with areas of open bare ground.

It is **certain** that if the site is restored sympathetically and in accordance with the proposals set out above that the development will have an **overall slightly beneficial** ecological impact. ‘

This does not seem to imply any 10 % Biodiversity Net gain has been factored in.

Part of UK legislation, biodiversity net gain (BNG) is a mandatory consideration for all development projects in England. It acts as a planning condition and policy requirement of planning consent. As a result, delivering BNG should be integral to this application.

Biodiversity net gain is a concept whereby the state of biodiversity in an area is improved following the completion of land development projects.

The plot of land should be preserved as much as possible, retaining various habitat types, avoiding biodiversity loss.

As a way of counteracting the potentially negative impact of a development, mandatory biodiversity net gain insists on not only replacing elements of the area that were removed due to the development **but increasing the overall state of biodiversity by 10%**, enhancing habitats and delivering net gain in the process.

According to the Chartered Institute of Ecology and Environmental Management (CIEEM), there are ten key good practice principles of biodiversity net – see below:

Mandatory BNG principles shared by The Chartered Institute of ecology and Environmental Management (CIEEM)

1. Utilise the mitigation hierarchy to minimise impact on biodiversity
2. Eliminate negative impacts on biodiversity that cannot be offset elsewhere
3. Involve all pre-development and post-development stakeholders in forming mandatory net gain solutions
4. Understand the potential risks and variable factors to achieving biodiversity net gain
5. Determine a suitable method to secure measurable net gains for biodiversity
6. Ensure the best possible outcomes from biodiversity net gain
7. Offer nature conservation that exceed the BNG requirements
8. Focus on generating long-term environmental benefits from biodiversity net gain
9. Cover all areas of sustainability, incorporating economical and societal factors
10. Communicate all biodiversity net gain outcomes with complete transparency

<https://cieem.net/wp-content/uploads/2019/02/Biodiversity-Net-Gain-Principles.pdf>

https://arbtech.co.uk/biodiversity-net-gain-plan/?gclid=CjwKCAjwkYGVBhArEiwA4sZLuHr5V4s64rqVvmxG_whaI2u2ZKR5vrXNGclq75IJzzPeAnI6HS-DfxoCjEYQAvD_BwE

The summary document supplied with the application refers to

“Policy D10: Reclamation and After Use.

- Part (2) of this policy sets out 9 criteria in relation to a more targeted approach to minerals and restoration where appropriate. It should be noted that criteria (viii) states the following:
- (viii) **Achieving significant net gains for biodiversity** which help create a coherent and resilient ecological network. Where practicable, proposals should contribute significantly to the **creation of habitats of particular importance in the local landscape** seeking to deliver benefits at a landscape scale. ...
- It is clear from this assessment that there are no statutory or non-statutory designated sites of wildlife importance either within the site, or within close proximity to the site, which could suffer any type of impact from this development. There is a deleted SINC to the east of the site and the aim of the restoration scheme is

to enhance the hedgerow along this perimeter for the benefit of the landscape and wildlife. The site operations and restoration scheme include reusing soils from within the site and retaining some of the bunds, following site restoration, **to increase the semi-improved acid grassland within the site**. In addition, there are no identified adverse impacts on protected species. The proposal is therefore considered to accord with Paragraph 211 criteria (b) and (e) of the NPPF and Policy D07 and D010 of the adopted MWJP

- Section 17 of the NPPF sets out specific policies in relation to the supply of minerals. In particular Paragraph 211 requires that great weight should be given to the benefits of mineral extraction and including to the economy. In particular, the following criteria are relevant:
- '(b), ensure that there are **no unacceptable adverse impacts on the natural** and historic environment, human health or aviation safety, and take into account the cumulative effects of multiple impacts from individual sites and/or number of sites in a locality. .
- (e), **provide for restoration and aftercare at the earliest opportunity, to be carried out to high environmental standards**, through the application of appropriate conditions. Bonds or other financial guarantees to underpin planning conditions should only be sought in exceptional circumstances. "

But they summarise by:

"Following site restoration, to increase the semi-improved acid grassland within the site. "

This seems both inadequate and not in keeping with the 10% improvement specified by the legislation. It would also be an opportunity to increase the habitat variation and build on the ancient woodland which is adjacent to the site as well as increasing grassland habitat for ground nesting red listed species. We are concerned that commercial seed mixes will be used when there is an opportunity for using local seed hay to restore a meadow environment commensurate with the geology of the area to encourage a richer flora and associated fauna.

An environmental survey of the track U1095 was carried out – the report is below with the sites sampled by Lisa Bruntjen MSc Conservation and Ecosystem Management – the full report can be found in appendix 3.

Environmental concerns regarding the noise and dust created have been expressed – especially with the direction of prevailing winds. These will have a detrimental effect on the immediate area, in terms of deposition on surfaces and possible effects on health, and the visual appeal of the area, which is used by locals and visitors alike, due to its proximity to the Yorkshire Dales National Park. Several holiday cottages and Bed and Breakfast accommodation are in nearby villages and walkers are used to enjoying quiet walks in the area. Dust can also have physical effects on the surrounding plants, such as blocking and damaging their internal structures and abrasion of leaves and cuticles

Document called: **Dust management scheme:**

- The hedgerow where we did our survey will most likely be affected by dust, as they predict particles >30µm to deposit within 100m.
- They say they will monitor dust deposition (in the dust monitoring scheme) but the assessment is lacking detail on 'how exactly'. Its described very vaguely with phrases such as 'necessary corrective action will be taken' -> what does that exactly include?
- They speak of 'taking samples at appropriate locations'. This sounds a bit vague. Will this include woodlands, or just sites near residents?
- What are mitigation measures if they become necessary? Not enough details about those.

These points have been raised by several parishioners – see appendix 4

In relation to pollution the following guidance and concerns would need to be considered:

<https://sustainablebuild.co.uk/the-impact-of-quarrying/>

[.http://www.apis.ac.uk/node/1145](http://www.apis.ac.uk/node/1145)

<https://www.soilsolutions.com/quarries-solution-or-dust-problem/>

The importance of reducing carbon emissions is covered in the NYCC doc – **Beyond Carbon** which has the following ambitious objectives as cited below:

Highway verges

We recognise the importance of highway verges as an important natural habitat and the need to enhance biodiversity. We are commencing trials of different verge management regimes on our rural road network to understand the impacts they have on the ecology of the verges, costs of verge management and any impact on road safety.

<https://www.northyorks.gov.uk/beyond-carbon>

It seems at variance with this that NYCC are suggesting destruction of verges due to passing place construction and dust pollution as well as destroying a quiet route currently used by several different disciplines.

1. Providing verge hardening to create 2-4 passing places at locations to be agreed. In general, these will be created by extending the existing hardened verges around gateways;
2. Undertaking verge works to clear small areas of vegetation for visibility purposes and address any other identified roadside hazards in verges;

With general reference to the Environmental **Impact Assessment**: surveys suggest no activity of any protected species although a “one bat feeding along the hedgerow lane,” was recorded, a Pipistrelle, which proves bats are in the area. We conducted a bat survey in May 2022 using a bat detector and several bats were located in the quarry area accessed from the footpath and were also detected in the areas adjacent to the quarry area itself.

This would be at variance with the findings of the report and suggest that further ecological studies from the North Yorkshire Bat Group, <https://nybats.org.uk/wp/> might elicit a more accurate result – including looking in detail at the arched structure which would be a potential roost.

This should be done in conjunction with a furthermore detailed biodiversity assessment and ecological survey.

7. Generic concerns about the re-opening of the quarry in summary

Noise

Water ground water vulnerability – run off, changes to water courses

Traffic access and safety

Dust – particles in area which will affect people, animals, and plants

Mechanical extraction – definition and guarantees of no blasting at any point

Eyesore of quarry itself and associated buildings

Environmental ecosystem damage

Environmental restoration

House prices

Businesses eg holiday rentals which support the local economy

Vibrational damage to house foundations, walls – structural damage to walls and bridges

The design of the buildings associated with the quarry

How long will Bunds and screening take before they settle into the wider landscape.

Road surface erosion and subsequent safety issues

Pollution – carbon emissions

Red Flag Days – U1095 has red flags to indicate to the public when the army is using the firing range – how will this impact the quarry proposal?

Time frame of use – 15 years

How long will it take for the landscape to return to the balance it is now in

Please see appendix 4 for individual responses and concerns.

8. CONCLUSION:

We disagree with the conclusions of the supporting statement offered as part of the planning documentation.

“The Landscape and Visual Impact Assessment, the Preliminary Ecological Appraisal and the Archaeological Desk-Based Assessment and Heritage Statement demonstrates that there will be no unacceptable impacts on the natural and historic environment”

Clear need must be demonstrated for this stone and the economic forecast to support the reopening, given the agreements to complete associated infrastructures and re – establishment to support native wild areas. This is particularly important as there are other quarries in the area quarrying similar stone.

There must be further clear, open, and transparent discussions between NYCC, Stainton Quarry and local residents on each step of the process and due heed must be given to their concerns.

Environmental and emotional fears about the proposed extraction must be considered and processes to mitigate these established, including off setting of carbon emissions and water run-off.

A full financial plan over the fifteen years of the applicant’s proposal is needed for the Gayles Quarry Project itself and also set within the context of the Stainton Quarry’s overall Annual Accounts for the same period, to ensure the financial viability and economic sustainability of the project can be clearly seen., especially with the estimated costs of over £150K for infrastructure to be accounted for before any quarry actually commences.

As we have stated we are in clear opposition to this development on the grounds indicated.

9. Names of residents who have contributed to this document.

Some direct emails are available to read in Appendix 4

1. Richie Smith
2. Cath and John Gill
3. Chris Taylor
4. Sue and Alan Fielder -
5. Liam Gardner and Nicola Vane
6. Kevin and Sue Brenkley
7. Sarah Proudlock
8. Sally Zaranko
9. Sue and Jeff Thurlbeck
10. Ian and Cherry Mains
11. Jonathan Quicke
12. Richard Osborne
13. John Broderick
14. Pat and Tony Fava
15. Lizzie and Owen
16. Cath Stanwix – Gayles Parish Clerk
17. Michelle and Kevin Sutton
18. Len and Heather Hutchinson
19. Lauren Hayton
20. John and Margaret Broadbent
21. Richard Proudlock
22. Mr and Mrs Lawson Snr
23. Ian Golbourne.
24. Sarah Stoneham
25. Jo and Graeme Newton
26. Nickie and Baz Young
27. Ian and Heather Roberts
28. Stephen McDonnell
29. Henry and Catherine Robinson
30. John and Elfreda Cormode

31. Andrew and Janet Mountain
32. Simon and Sarah Collins
33. Andrew Bairstow

10. APPENDICES

Appendix 1

Concerns from other parties. List of people contacted and consulted for support.

The British Horse Society (BHS)

Caroline Bradley BHS CABO North Yorkshire – email correspondence available on request

Industrial archaeology

Local councillors

MOD

Green Lane association

NYCC

YWT – “Thank you for getting in touch. I have passed your e-mail to our Planning team (copied in). They will do their best to reply as soon as they can.”

Appendix 2:

Historical/archaeological evidence;

- **Sturdy Spring burnt mound, Feldom Range, Richmond, North Yorkshire archaeological excavation**

on behalf of Landmarc Support Services Ltd

For Defence Estates

Report 1569 February 2007

Archaeological Services Durham University South Road Durham DH1 3LE Tel: 0191 334 1121 Fax: 0191 334 1126
archaeological.services@durham.ac.uk www.durham.ac.uk/archaeologicalservice

- **Copper Mill -**

18th century copper mill 80m north west of Copper Mill Bridge - Scheduled Monument

List Entry Number:1020321. Date first listed:20-Jul-2001 **Location**

Parish: Whashton National Grid Reference: NZ 14357 05514

.(<https://historicengland.org.uk/listing/the-list/list-entry/1020321?section=official-list-entry>)

Further information and references can be found in:
Gill, M.C. Yorkshire Smelting Mills Part 1, Northern Mine Research Society Memoirs 1992, British Mining No 45, pp 111-150

Appendix 3:

Environmental supporting evidence:

Survey along road to quarry on 24.04.2022

Weather: cloudy with sunny spells, medium windy; some bird activity

(Note: a survey later in summer would likely increase the plant species diversity, also on a warmer sunnier day more bird and insect activity is expected)

Section 1 (S1): road verge with high vegetation cover of shrubs and undergrowth cover, mainly consisting of:

- Broad-buckler fern (*Dryopteris dilatata*)
- Male fern (*Dryopteris filix-mas*)
- Geranium genus (*Geranium*)
- Field Horsetail (*Equisetum arvense*)
- Dog's mercury (*Mercurialis perennis*)
- Hawthorn (*Crataegus monogyna*)
- Bramble (*Rubus fruticosus*)
-
- Heath bedstraw (*Galium saxatile*)
- Herb Robert (*Geranium robertianum*)
- Fireweed (*Chamerion angustifolium*)
- Crosswort (*Cruciata laevipes*)
- Honeysuckle (*Lonicera periclymenum*)
- Town hall clock (*Adoxa moschatellina*)
- Bracken (*Pteridium aquilinum*)

Section 2 (S2): road verge with high vegetation cover of trees and shrubs with good undergrowth cover mainly consisting of the above S1 species, plus:

- Jack-by-the-hedge (*Alliaria petiolata*)
- Ash tree (*Fraxinus excelsior*)
- Sycamore (*Acer pseudoplatanus*)
- Dog violet (*Viola*)
- Coltsfoot (*Tussilago farfara*)
- Wall lettuce (*Mycelis muralis*)
- Rowan (*Sorbus aucuparia*)
- Dog rose (*Rosa canina*)
- Vetch species (*Vicia*)
- Barren strawberry (*Potentilla sterilis*)
- Wood sorrel (*Oxalis acetosella*)
- Ground ivy (*Glechoma hederacea*)

Birds heard and seen along S2:

- Willow warbler (*Phylloscopus trochilus*)
- Chiffchaff (*Phylloscopus collybita*)
- Chaffinch (*Fringilla coelebs*)
- Curlew in field nearby (*Numenius arquata*)
- Robin (*Erithacus rubecula*)

Multiple holes in bank, possibly voles and other small mammals living in the banks

On public footpath inside quarry area (S3): area is grazed closely to the ground

- Wood sorrel (*Oxalis acetosella*)
- Procumbent pearlwort (*Sagina procumbens*)
- Clover (*Trifolium*)
- Wood fieldrush (*Luzula campestris*)
- Gorse (*Ulex europaeus*)
- Mouse-eared hawkweed (*Pilosella officinarum*)
- Opposite-leaved golden saxifrage (*Chrysosplenium oppositifolium*)
- Pond water starwort (*Callitriche stagnalis*)
- *Polytrichum* moss

Road verge (S4):

- Greater stitchwort (*Stellaria holostea*)
- Knapweed (*Centaurea nigra*)
- Ground ivy (*Glechoma hederacea*)
- Crosswort (*Cruciata laevipes*)
- Vetch (*Vicia*)
- Fern and bracken
- Grasses
- Nettles
- Thistles
- Dog rose (*Rosa canina*)
- Herb Robert (*Geranium robertianum*)
- Jack-by-the-hedge (*Alliaria petiolata*)

Near the entrance of a house planted vegetation increased along the verge

Along the right side facing the quarry the ground is less species diverse near here, mainly grasses and plants of the *Apiaceae* family

Further along away from the quarry site (S6):

- 2 x Curlews seen on the fields directly next to the road (right side facing the quarry)
- Multiple skylarks (*Alauda arvensis*) heard singing and seen on the left side facing the quarry, moorland. Close to the road
- Road verge mainly grasses and gorse, some violets

Near the military building (S7): multiple flowing ditches going underneath road, water boatmen seen

- Greater stitchwort
- Gorse
- Hawthorn
- Barren strawberry
- Primroses (*Primula vulgaris*)
- Dog violet
- Watercress (*Rorippa nasturtium-aquaticum*)
- Lesser celandine (*Ficaria verna*)
- Ash
- Nettles
- Water avens

Ecological value of the above:

- The plant diversity of the verges provides different sources of nectar and pollen for variety of insects; berries for mammals and birds in autumn; food plants for caterpillars
- The shrubs, trees and bramble undergrowth provide nesting and shelter
- The banks provide cover/nests for small mammals
- Integrity of the food chain: plants-> insects -> smaller birds and mammals -> birds of prey and larger mammals
- Recreational value for (dog) walkers along the vegetated lane

Photos of the survey



Road verge S1



Road verge S4



Dog violet



Water avens



Evidence of bank nests



Opposite-leaved golden saxifrage



Town-Hall-Clock



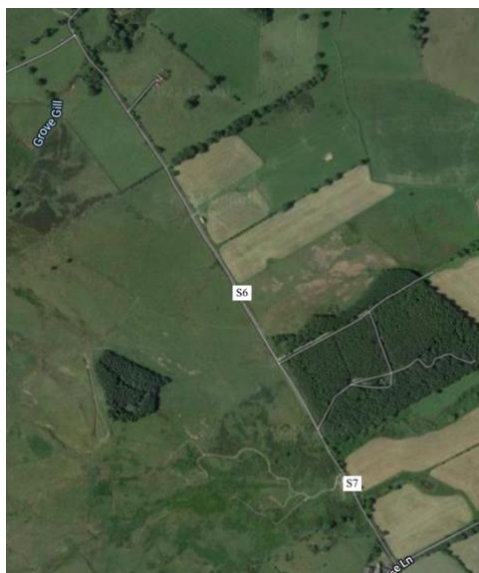
Air Pollution <https://sustainablebuild.co.uk/the-impact-of-quarrying/>

Dust from quarry sites is a major source of air pollution, although the severity will depend on factors like the local microclimate conditions, the concentration of dust particles in the ambient air, the size of the dust particles and their chemistry, for example limestone quarries produce highly alkaline (and reactive) dusts, whereas coal mines produce acidic dust.

The air pollution is not only a nuisance (in terms of deposition on surfaces) and possible effects on health, in particular for those with respiratory problems but dust can also have physical effects on the surrounding plants, such as blocking and damaging their internal structures and abrasion of leaves and cuticles, as well as chemical effects which may affect long-term survival.

Noise Pollution

Unfortunately, quarrying involves several activities that generate significant amounts of noise. It starts with the preparatory activities, such as establishing road or rail access, compound and even mineral processing facilities. Next is the process of exposing the mineral to be extracted and this is usually done by removing the top soil and other soft layers using a scraper, or hydraulic excavators and dump trucks. The excavation of the mineral itself will involve considerable noise, particularly if blasting methods are used. Following this, the use of powered machinery to transport the materials as well as possibly processing plants to crush and grade the minerals, all contribute even more noise to the environment.



Damage to Biodiversity

One of the biggest negative impacts of quarrying on the environment is the damage to biodiversity. Biodiversity essentially refers to the range of living species, including fish, insects, invertebrates, reptiles, birds, mammals, plants, fungi and even micro-organisms. Biodiversity conservation is important as all species are interlinked, even if this is not immediately visible or even known, and our survival depends on this fine balance that exists within nature.

Quarrying carries the potential of destroying habitats and the species they support. Even if the habitats are not directly removed by excavation, they can be indirectly affected and damaged by environmental impacts – such as changes to ground water or surface water that causes some habitats to dry out or others to become flooded. Even noise pollution can have a significant impact on some species and affect their successful reproduction. Nevertheless, with careful planning and management, it is possible to minimise the effect on biodiversity and in fact, quarries can also provide a good opportunity to create new habitats or to restore existing ones.

Again, like many other man-made activities, quarrying involves the production of significant amounts of waste. Some types of quarries do not produce large amounts of permanent waste, such as sand and gravel quarries, whereas others will produce significant amounts of waste material such as clay and silt. The good news is that they are generally inert and non-hazardous, unlike the waste from many other processes. However, there is still potential for damage to the environment, particularly with water contamination.

For example, suspended particles – even though they are chemically inert – may imbalance freshwater ecosystems. Large amounts of solids can also exacerbate flooding, if it is dumped on the flood plains. Lastly, the accumulation of waste by-products will still need to be stored and managed somewhere that will not affect the environment in an adverse manner. Furthermore, the treatment and disposal of the waste may produce more negative impacts on the environment.

Quarry dust :: terrestrial ecosystems <http://www.apis.ac.uk/node/1145>

Ecosystems:

[Arable habitats](#)

[Bogs, wetland and heath](#)

[Coastal and rocky habitats](#)

[Grasslands](#)

[Woodland and hedgerows](#)

Key Concerns: Quarry dusts, like dusts in general, affect vegetation by both physical and chemical processes. Physically, dust may cover the leaf surface and reduce the amount of light available for photosynthesis, or may occlude stomata. Occlusion may lead to increased resistance to gas exchange, or may prevent full stomatal closure, leading to water stress. Increased transpiration is a common response to dust exposure.

Chemically, quarry dusts may be relatively inert (from operations involving hard acidic rocks or some sandstones) or may be strongly alkaline (limestone). Alkaline quarry dusts may have detrimental chemical effects on leaf surfaces. Infestation by pests and pathogens is likely to be enhanced.

Indirect effects may be caused through the soil, especially for the deposition of alkaline quarry dust on acid soils, which can increase the pH and available calcium, leading to changes in vegetation and invertebrate community composition. For unmanaged ecosystems which have been acidified by atmospheric deposition of sulphuric and nitric acids, there may be local beneficial effects if the quarry dust is alkaline, or can supply limiting minerals (e.g. calcium or magnesium). The subject has been reviewed by Farmer (1993).

Additional Comments;

Deposition rates for dusts are rarely measured, and exposure is judged by amounts retained on leaves. However, removal of dust from leaves by rain varies very greatly among plant species, from those that are 'self-cleaning' (the lotus effect) to those that accumulate large quantities (Neinhuis & Barthlott, 1997).

Deposition of dusts to aerodynamically 'rough' vegetation is greater than to short vegetation, which has led to the planting of trees and hedges as screens to intercept dust and protect areas close to sources (Freer-Smith et al., 1997).

<https://www.soilsolutions.com/quarries-solution-or-dust-problem/>

Impact of Dust in Quarries

There is no doubt or argument that dust pollution in quarries poses various health risks to its workers as well as to the surrounding communities. Such risks include respiratory ailments, skin and eye problems, and safety issues due to poor visibility. The dust particle size, concentration, chemical composition and length of the exposure are factors considered in evaluating the health risks involved. Long-term severe exposure can pose the risk of developing silicosis, a fatal lung disease.

Occupational exposure to dust is a well-known phenomenon, that occurs everywhere not just in developing countries. Nevertheless, many quarry operations are located close to residential areas, which means that the impact of airborne dust is a problem that has to be dealt with not only because of occupational requirements but also in terms of broad environmental regulations. Local communities are now becoming more aware of the health impacts of dust inhalation and raising the issue.

Dust Emissions

Dust is generated on quarry operation during the breaking down process. Thus, the airborne concentration depends on the energy put into the process. Consequently, screened product is then transported using large amounts of heavy machinery creating movement of traffic, which causes erosion and dust bloom clouds which is severe dust pollution that is then carried through the surrounding by wind.

Therefore is not only the quarry process itself but the collection, loading, transporting and delivery of the material that also constitutes considerable dust emissions. Unless dust generation is prevented, dust moves with ambient air and can have far reaching consequences in locations far from the source. The consequences of this process can have an effect on vegetation, animals, and health of the workers and local communities

Dust Mitigation Solutions for Quarries

Dust control needs to be a key priority on any quarry operation. Prevention and control measures should not be applied in an ad hoc manner but integrated into comprehensive, well-managed and sustainable programs. Dust Prevention and effective Dust Control Systems should be implemented to protect both workers' health, surrounding communities, and the environment.

Appendix 4:

Individual feedback received from residents

Christine Taylor (Whashton) 9.4.22

Hope you are well. Apologies I could not make the meeting.

Who would I write to re the proposed quarry because I am strongly against this for the following reasons :
My house backs on to the road, with the increased tonnage of trucks passing what will this do to my foundations?
It will have a negative impact on my holiday business. Who wants to come on holiday with heavy duty trucks going passed and shaking the cottage.

The roads are not wide enough. When farm machinery and other vehicles meet on the bend they invariably have to cut across my driveway entrance- this will only get worse.

Property values will decrease because of this activity. Will there be any compensation?

The infrastructure can't take it. What about the little bridge and bend on sturdy lane? The impact here will be detrimental to that part of the road.

Other factors to consider are:

Increased Pollution

Trucks = diesel ?

Plant machinery = diesel ?

What about the impact on established wildlife. We have several species on the red lists as you know.

We are a Conservation area.

The quarry how many years has it been disused? Was it ever commercial ?

How big are the trucks? Width & length with 50-60t per load?

Who monitors the number of trucks & weight of extractions?

A66 access - this will cause extra problems at the junction.

Mechanical extraction what does this mean.? We can hear the army on Feldon so we will definitely hear the quarry.

Dust reduction measures - will there be any?

Water contamination? Flooding from run off & waterways inundated? Existing & ongoing water leaks, high pressure water feed?

Radon gas levels are high in the area. Will this increase?

With the planning permission for the yurts in Ravensworth there will be an increase in holiday makers, and thus an increase in cars in the area. The quarry and increased machinery will impact heavily on our area..

We need to stop this in its tracks.

How are we writing to whoever this needs to go to? Will it have more weight with individual letters or as a collective petition? Happy to hear your views on this.

Cheers Christine

Richard Osborne(Whashton)15.4.22

Hi Sally, back from the Fells and after a few days to mull over the ramifications of the quarry application, we now both feel that the increase in heavy traffic will cause a danger to pets as we are right on the roadside. So if you, or someone else, is compiling a 'for and against' list, we will be on the against list. We also walk our dogs up Buddle Lane because it is safe to do so, but with 10 heavy wagon comings and goings a day, this will take away the safe bit.

No problems with quarrying in general, we all need and have used building materials, but it's how they get it from A to B that's the problem.

cheers,

keep smiling,

Richard

Sue and Alan Fielder (Whashton)14.4.28

Thank you for the minutes of the recent Village Meeting, from which Sue and I were very concerned to read of the prospective planning application for a reopening of Gayles Quarry, which would represent a much greater scale of operation than was the case 100 years or so ago.

From the available information it is difficult to assess the likely effectiveness of the measures described for screening of the operations. In any event a reopening would clearly be detrimental to the attractive footpath currently passing through the site, which we enjoy using.

We do also very much share the reservations expressed at the Meeting regarding access to and from the site. The indicated access to the South across the "tank road" to Sturdy House is an excellent quiet walking route used by many local residents, which is patently not at present suitable for use by heavy quarry lorries.

It can only be assumed that use by quarry vehicles would require a major upgrading of the road, which would again be detrimental to a valuable local amenity. Even beyond Sturdy House the existing tarmac lane down to Whashton Green via Copper Mill Bridge does not seem suitable for quarry traffic. The surface and verges would very quickly deteriorate if subjected to 10 heavy lorry movements daily.

The letter from Stainton Quarry states “road that runs to the North of the quarry is too steep for HGVs and wagons”. However, if the access were at the NE corner of the site the steepest gradient would be avoided. In this respect it is interesting to note the following statistics: -

		distance	ascent	descent
Quarry to Stoney Bank Cross roads				
	Via sturdy House Lane	3.8km	50m	107m
	Via Kirby Hill	2.0km	20m	70m

In summary we see the Quarry project as a serious threat to the tranquillity, amenity and safety of our special local area, falling within the designated Holmedale area of Landscape Value, with site visibility also being an issue. Our suspicion is that there will also be non-Whashton local residents e.g. in Ravensworth, Kirby Hill and Gayles with similar feelings. Perhaps a coordinated approach from these villages can be achieved?

Meanwhile, your offer to pass on these views is appreciated.

Regards
Alan & Sue

Len Hutchinson (Whashton)30.4.22

As an almost daily user of the track past sturdy house ranges I feel I have to raise my objections to the proposed use of this track for sustained HGV use.

I note that this track has been called a “tank road”.

The track is rough surface un-metalled and not fit for HGV in my opinion. In summer the dust cloud set up by even the smallest farm vehicle is large but for a HGV this would be enormous, there are ALWAYS sheep in the fields adjacent to the track and they would suffer from dust on a regular basis and probably contamination of the grass near the track. I have personally freed four ewes from the pig wire fence along the track as they have become trapped by the horns, if a ewe were similarly trapped and a large, noisy dusty vehicle drives past the inability to run away would cause great stress for the animal and possibly death.

The track has a number of hidden dips where I have experienced difficulty seeing or hearing oncoming vehicles, this track is used extensively for recreational purposes by cyclists, motorcycles, horses and pedestrians so it is clear to see the dangers posed by heavy traffic. The track is also single track so there are no passing places. In summer there is the dust issue, but in the wet months the erosion caused by water run off is clearly evident and all attempts to cure this over the years have failed. In the wet months as well as run off the track gets quite boggy and ruts up pretty quickly even with limited agricultural use, the constant use by HGV will inevitably cause much damage.

Along the track are several culverts and two cattle grids, none of these are designed for heavy use, even if the track is a “tank road” it will have been designed for use by tracked vehicles which have a even weight distribution over the track but a HGV will be applying point loading through the road tyres which is very different.

At times like now in the lambing season the fences along the track are no barrier to small lambs and I often find them out on the track on my walks, a large vehicle driving along the track is going to panic them and drive them towards the main road!

Looking at the map of the area I note that Gayles Quarry (disused) is situated just off the lane which leads to the cross roads Gayles ,Ravensworth, Kirby Hill this a much shorter route to a metalled road designed for HGV use why not go this way?

Sorry for the rant but I firmly believe that nature and the environment have a large part to play in our lives and must be considered at all cost.

Regards and thanks
Len Hutchinson

Lauren Hayton(Whashton)30.4.22

Apologies for only just getting back to you. Just to let you know that we are against the proposal to reopen the quarry.

We feel like it will have a negative impact on our holiday cottages with the increased noise and traffic on the road. As one of the main selling points for our place, is how quiet it is.

It would also cause us a lot of issues with exercising the horses. Sturdy Lane and the Feldom track is one of our main routes and it would most likely cause a lot of dangerous situations for us, as there is very little space to pull off the road up those lanes.

I hope this is of some use and please let me know if there is anything else I can do.

Many Thanks,

Lauren

Liam Gardner & Nicola Vane (Whashton)22.4.22

Sorry for the delay in sending this.

We think the proposed quarry access is unsuitable. Reasons being:

Increased risk of danger because of the frequency of large trucks on the lane. This danger is not only to local vehicle road users but also to the many pedestrian, equine and cyclist users (whom we can see from our house) use the Whashton end of the lane daily. A Particular concern to highlight would be the steep blind bends either side of copper mill bridge, which can be iffy at the best of times if you meet an oncoming vehicle there. **I personally have been forced off the road once here to an oncoming HGV which couldn't stop in time coming down to the bridge.** Also from our house, we sometimes hear vehicle horns from presumably near misses there. In winter the lane can be icy particularly in this steep section so would increase risk furthermore.

Regarding the proposal to use existing field entrances/gateways along sturdy house lane as official passing places for quarry trucks:

For the following reasons we object to our residential property entrance (situated on the blind bend just before the road drops down to copper mill bridge) being used as a passing place for quarry trucks to pull in to. Firstly this would lead to our access being blocked (and to that of our farming neighbour who also uses the same entrance to access his fields), it would also cause continued damage, noise and dust pollution to our unsurfaced driveway entrance, and damage to the surrounding verges which are abundant with flora and fauna (In particular the verge to the right of our entrance, which we maintain, and has thousands of bulbs; Snowdrops, Daffodils and Bluebells).

Q. What does verge strengthening involve?

From a wider point of view, which I'm sure will be focused on by other residents who live closer to the lane and or track, some residents may be impacted by the rumbling of the trucks and quarry plant in what is typically a tranquil setting.

As a local resident it is blindingly obvious that the narrow undulating track as it is, is unsuitable for quarry traffic. The dust churned up by loaded quarry trucks could make it quite unpleasant for cyclists, walkers and horse riders using it.

Q. Have the operators proposed any resurfacing/ widening/ introduction of passing places etc?

The track is also quite a hotspot for nature and wildlife.

Q. Would a constant run of trucks on the track impact or drive the wildlife away?

Q. Are the quarry operators proposing a low number of trips per day to get the planning passed? If we as residents are concerned at this number, Q. What is the assurance that this will not increase over the 15 years?

Q. Wouldn't it be all round less impacting and safer to locals and wildlife, for the quarry to build an access road directly linking the quarry to Slip Inn bank/ Priest Gill Bank, or the tail end of the track (north end).

Many thanks

Liam and Nicola

Owl Barn

The Broadbents.(Whashton resident)11.4.22

Not bothered by it.

Suspects it will be decent stone.

Saw someone in there last year surveying/taking samples.

Will be glad to have a decent road to pop to Gayles on.

Richard Proudlock (Kirby Hill/Ravensworth parish)11.4.22

At first was indifferent.

Sees a requirement for stone so knows it has to be done.

Doesn't think 5 wagons a day is a big deal.

Wonders how they plan to extract the stone?

Worries about the effect on Copper Mill Bridge.

Wants to know the type of vehicles to be used, weight of stone to be lead away.

Will feel differently if it's to be 40 foot arctic wagons.

Has only found out about it by chance so needs more details before having an opinion.

Will be happy to have a decent road.

Asked to be kept informed.

Lawson's Senior.(Whashton Parish)11.4.22

Generally not happy.

Have already contacted their Land Agent.

Only found out from article in paper.

Absolutely convinced the 'tank Road' wont take the weight.

Has a wealth of local knowledge about the many culverts and pipes which are under the 'tank road' many of which provide water to his fields. I didn't realise there were as many!

Questions the ability to put in the passing places as the ground is too soft, and where will they be?

Wonders who actually owns the land either side of the actual road itself, Highways/MOD.

Doesn't think the top cattle grid is strong enough.

Worried about the extra traffic which will use the road once the surface is improved.

Questions whether the MOD will be happy as they park all their vehicles down near the hut on 3A.

Questions safety at Copper Mill Bridge and ability for wagons to stop on the descent to it.

Feels it's false reporting to class the road as a 'tank road' which it clearly is not.

Sarah Proudlock – (local resident)20.4.22

To whom it may concern,

I have some real concerns regarding the new quarry proposal at Gayles. The Lane that will be used for the heavy plant machinery is where my elderly parents in law live, Grove Gill house. This Lane is not only used by locals for walking/dog walking and children on bikes it is used by cyclists and green Lane motor bikes. The proposal of heavy plant use on a daily basis is downright worrying for all involved and I believe a major accident waiting to happen on this route. My Parents in Law use this road on a daily basis by means of access to their property, just them coming out from the driveway with not great visibility on one side is of worry to myself and family as well as their animals and grandchildren using the Lane.

Regards

Sarah Proudlock

Sue and Jeff Thurlbeck (Gayles)25.4.22

We would like to add our objections to the reopening of Gayles Quarry.To summarise our main concerns are as follows

Traffic-increased volume of HGVs travelling from and to the quarry via the tank road.The tank road links footpaths and bridleway and is used by walkers,cyclists and horse riders.The road from Sturdy House has to driven with care,the width of the road is barely wide enough for two vehicles to pass and the approach to the bridge has poor

visibility. The HGVs passing through Ravensworth will go past the busy business at Ravensworth Nurseries, and the planned development of 40 lodges with the exit and entrance on the HGV route. Noise - this is a major concern and very little information about the actual extraction of the sandstone is provided. However, due to the nature of this process, it will involve large vehicles working 10 hours per day and Saturday mornings. The transport statement also states that stone waste will be processed on site, this again will have a major impact on the peace and tranquillity of this rural area.

Visual - the quarry is on high ground and is visible from the north west and east approaches. The impact of the quarrying will be a stark contrast to the surrounding area and will be a major blot on the landscape.

Regards

Sue and Jeff Thurlbeck

Gayles residents

Henry and Catherine Robinson (Gayles) 26.4.22 updated 1.6.22

NYCC Planning Services
County Hall
Northallerton
DL7 8AD

1 June 2022

Dear Sir/Madam,
Extraction of sandstone at Gayles Quarry, near Gayles Village.
NY/2022/0103/FUL

I write to object to the above planning application.

Highway Issues

The proposed route for HGVs runs through a sliver of attractive and tranquil countryside regularly used by horse riders, cyclists and walkers and is totally unsuitable because the tank road and Sturdy House Lane in particular have insufficient suitable passing places and the tank road surface would need to be sealed. The whole route would have to be made compliant with British Horse Society (BHS) standards and the new Highway Code requirements regarding passing distances between cyclists/horses and vehicles.

Smaller HGVs pose a threat to other vehicle users due to increased HGV traffic especially on narrow stretches of road and around various sharp bends such as the bridge on a bend on Sturdy House Lane, the bend opposite Hill House and the staggered crossroads Richmond/Ravensworth/Kirby Hill/Whashton made worse especially in inclement weather by the sloping hill and blind brow of Stonygate Bank.

The Stoney House Lane bridge is too narrow and unlikely to take the regular flow of the type of loads described in the application without damage.

In summary the route is completely unsafe and it is hard to imagine the roads could be brought up to a suitable standard to ensure no deaths or serious injuries would occur over a 15 year period.

Should the application be approved, I would request in the strongest possible terms that a Condition of Approval is imposed that expressly prohibits any use of articulated lorries whatsoever and any quarry commercial vehicles travelling along the Slip Inn Bank road through Kirby Hill, Gayles, Dalton, Newsham at any time and in any circumstances. There are a number of blind corners, narrow pinch points and narrow bridges that make this road and all others in this area wholly unsuitable for 20T HGVs. There is a fear amongst residents that this route may become attractive to quarry traffic at some point, such as when the A66 is blocked, closed (as is often the case) or busy with heavy traffic.

Hours of Working/Noise

A particular feature of this area is the tranquil countryside. Noise is generated by usual agricultural activities. For example, we can easily hear hazard warning sounds across many fields from farm vehicles reversing. However, this only occurs occasionally and results from established agricultural practice. Occasional further noise is generated by military training on Feldon military ranges which is not what one would normally expect in such a place, but it is mild. I strongly object to any additional noise. Noise travels easily across the countryside in this area. If the type of sounds likely to emanate

from the quarry are in any way as irritating as the sound of hazard warning alarms on agricultural vehicles far away, then it is not just a question of decibel measurement that should be assessed but also the degree and frequency of irritation felt by the public. I strongly object to such additional noise from this extra disruptive category of business entering the area that is no longer used to active quarrying. Noise from quarrying would spoil the existing level of tranquillity actively sought after by tourists and residents. This would also adversely affect local holiday accommodation, pubs, restaurants and other businesses reliant on tourism.

Should the application be approved, I would request that no noise generating activities should be permitted due to the quarry earlier than 0900 or later than 1700 Monday to Friday and none at all on weekends.

Dust

I am unclear what vehicles and vehicle movements would be required to carry/distribute water in respect of dust management. I object to potentially increased large vehicle traffic resulting from this activity on road safety and traffic volume grounds.

Loss of Amenity

Feldom military ranges restrict public access so that the geographical area for enjoying public access on horseback, bicycle or foot in Holmedale is already reduced. The proposed diversion of the public footpath running through Gayles quarry would have a further negative impact for such uses because riding or walking past a working sandstone quarry in operation is a disincentive to visiting that part of the area.

Overall, there is a worrying and potentially significant impact of loss of amenity due to the above traffic, noise, dust and public access issues that would adversely affect local businesses reliant upon tourism.

Further Requests Should the Application be Approved

1. What guarantee can/will be given and by whom that the site will not be used for landfill once it has been worked out?
2. What guarantee can/will be given and by whom that the site will never be extended in area and scope nor HGV traffic, noise and dust increased?
3. What guarantee will NYCC give that transport movements will be kept to the proposed route and not exceed the maximum stated daily movements for the next 15 years?
4. What binding commitment will NYCC offer that the Restoration Strategy will be enacted and fully completed, even if SQL or any subsequent site owner has ceased trading?

I believe the commercial activity proposed in this planning application is completely inappropriate a century after operations ceased on this site for the reasons given above and request that the application is not approved. If it is approved, I would be grateful to receive written assurances from you to my above requests.

Yours faithfully,



Michelle Sutton Michelle Sutton (Gayles)4.5.22

listed below are a few bullet points

1

Pulling on and off HGV vehicles on A66 parked in middle of road turning left to Barnard Castle and right to Ravensworth causing obstructions

2

All roads used by HGV totally unsuitable from tank track hump back bridges blind summits and bends.

3

Quarry has become a haven for wildlife as it has been untouched for 100 years plus

4

Noise of trucks loaders reversing constantly which is a hazard to health generators breakers water bowsers adding additional noise.

5

If A66 is closed HGV will come through Kirkby Hill Gayles Dalton Newsham causing even more disruption to people and roads.

Thanks Kevin Michelle

Jonathan Quicke (Gayles)26.4.22

Thank you for your email in regard to the Quarry. Just a few words from me.

I've got some serious concerns about the quarry possibly reopening and will be trying hard to ensure that it doesn't. This is for a number of reasons.

1. I bought in the area for the same reason people come to visit. It is an area of outstanding beauty and tranquillity. The wildlife in the area are plentiful in particularly the curlews. There are few places in the UK that you can genuinely sit in your garden and hear nothing but wildlife and Gayle's is one of those. There are a number of holiday rentals in close proximity to the quarry that bring a lot of new customers to the local areas that come for the peace and quiet and beautiful walks. This will be significantly impeded and will reduce The amount of holiday income that's being brought into the area. The reopening of the quarry will bring serious noise pollution from not only working machinery and whatever other equipment or explosives are required to extract the stone but also to grind it up. The additional traffic of heavy vehicles moving around the area albeit not through Gayle's will also provide noise pollution.

2. As mentioned there is a lot of wildlife in the area notably the curlews that nest around the quarry whose calls echo round the valley and people travel across the UK just to stay somewhere where you can hear them. Their habitat will be completely disturbed and destroyed in the area forcing them to move elsewhere to not return and destroying their habitat and future.

3. The dust and fume pollution is another key factor. I will not believe that the extraction of stone and increase in heavy vehicles will not come without pollution. The development of new roads as well will impact the local area and cause increased traffic. My house is in close proximity and will be impacted as the dust is carried down wind towards my property.

4. The footpath that goes through the quarry is hugely popular with not only locals but also to guests to the area. It offers incredible views from the old quarry across the valley that will be destroyed and the footpath will be moved to a position where you don't see that view and will no longer be a beautiful and peaceful walk.

5. The value of houses and rental houses will go down significantly in the area and thus reduce the desire to live in the area but also to go on holiday in the area. This in turn will reduce the amount of money being brought into the area from outside the county.

All in all I strongly disagree with the idea to open the quarry. It's a money making scheme which takes no account of the locals that live only a few hundred metres away from the quarry as well as all the wildlife in the area. Gayles is a village of natural beauty that is tranquil and peaceful. This will not be the case for the next 15 years following the opening of the quarry.

Please do let me know what I can do to prevent it reopening as I am happy to get stuck in and my hands dirty to ensure it doesn't.

Many thanks for all your help

Kind regards

Jonathan Quicke

John Broderick (Gayles)26.4.22

I was forwarded the enclosed letter prepared by Stainton Quarries from a resident living in Kirby Hill. It may have done the rounds by now but maybe not, so I thought it was worth forwarding. Thank you for the information you have kindly sent thus far. I am opposed to the scheme as it seems to me to have inadequate access on the available roads, in particular due to the old bridge on the bends crossing the stream on Sturdy Lane. I really don't know how much noise to expect, which is my main concern, I don't see many tanks up there nowadays, but I don't go there very often. I feel sure most people will have a similar view, unless they know more about Sandstone Extraction, than myself!

Lets hope Stainton Quarries can provide more detail on the environmental impact of the quarry.

Best Regards,

John.

Copy of letter submitted 28.5.22

Dear Ms Jackson,

We would like to voice our disapproval of the planned quarry development at East Gayles.

It is my understanding that this application by Stainton Quarries has been passed behind closed doors during COVID lockdown 12 months ago. I would ask on whose authority, as this is not an insignificant application passed without consultation, and has only recently become public knowledge.

We would like to oppose on the following grounds :-

1. Environmental impact with increased noise and dust from the extraction. We already have heavy military activity on Feldom ranges which is very disruptive and frequently late at night, from which explosions make the houses shake with the sonic booms. The Quarry will merely add to the noise and disrupt peoples lives even further.

2. Access to the A66 on a noted dangerous, reworked junction, which local residents have campaigned for a 40 MPH speed limit due to Road Traffic Incidents. The A66 gets too busy and 20 ton , 8 wheel lorries will need to get access via Ravensworth Village. The road infrastructure is woefully inadequate. The tank road is totally unsuitable for access, Sturdy Lane is too narrow, with an old stone bridge having an unknown weight limit, on a double bend with a steep gradient, it is an accident waiting to happen. I also have no doubt that the lorries will turn through Kirby Hill and Gayles Villages, onwards past Dalton joining the A66 at Smallways Junction. They will go this way due to the poor access onto the A66 during busy periods.

There are no footpaths in any of the villages, the lorries pose a serious threat to life.

It is only a matter of time before a serious accident occurs in one of the villages in the vicinity.

3. Ecological impact on mature wildlife :- birds and other species will be adversely affected.

4. Future plans for the quarry once excavated, surely not landfill, but it cant to ruled out after 15 years.

Kind Regards,

John Broderick & Rachel Lambert

Low Fields Barn

Gayles

DL11 7JD 07739 645555

Lizzie Rumble and Owen Holland (Whashton)30.4.22

Below are my concerns about a quarry re-opening and some questions I would like answered:

Road/Traffic:

- Width of Sturdy House Lane- it says on traffic plan 4-5.5m and suitable for 2 way traffic apart from at the bridge. Certainly in places it is possible for 2 average size cars to just about pass eachother however any wider vehicles such as military vehicles and agricultural vehicles I have found myself or them pulling off the road onto verges to pass. I am concerned about road safety with regular quarry trucks passing other vehicles on the road and the erosion effect it will have on the verges.

- Bridge on Sturdy House Lane- it states there is no weight limit but has anyone done a structural survey on it or does it just predate weight restrictions? Can it manage regular heavy load vehicles? However, what is of greatest concern is visibility around the bends on the bridge as even with passing places it is not always possible to see oncoming traffic due to tree cover and anticipate pulling over or manage to stop coming down the hill and having more large vehicles passing over the bridge may increase RTCs on our road.

- Weather conditions and road safety- Sturdy House lane is not a gritted road therefore in ice/snow it is not always possible for vehicles to brake and pull over and sometimes the road can be impassable apart from in 4x4 due to snow drifts. I have experienced this myself attempting to get home from work on several occasions. It is particularly icy on the south bend approaching the bridge in winter and on the junction where the military track (referred to as tank road in consultation) meets Sturdy House Lane.

- Gated accesses as passing places- do they have permission to use these as passing places who owns the land at the gated accesses?
- Cattle grids- Will these be surveyed and improved appropriately?
- The track- On the OS map between Hergill Lane and Sturdy House Farm it is a public access but is not an open access ROAD. From what I understand this suggests this part of the track is privately owned and likely by the military as it is within the danger zone. There is no indication that Stainton quarry have asked the MOD if they can utilise their lane for business purposes.

Conservation:

- The 1910 OS map has it as a disused quarry. It takes 7-8 years for them to survey to develop the map therefore the quarry will have been disused likely pre-dating this. The 1890 map appears to show it is still in use. Is this disused quarry now considered a historic site that should be left untouched?

- The quarry sits tightly between 2 conservation areas recognised by Richmondshire district council

- Environmental Impact Assessment- Ref: NY/2021/039/SCR why does NYCC feel it doesn't need one and therefore no need to do an environmental statement? Surely any area that has had a century of being an undisturbed wildlife habitat warrants an EIA. Especially when rewilding is growing in recognition of value and looking after our climate is now essential for our futures.

- Wildlife- if there is no environmental survey how do we know that there are no bats and badgers or other protected/endangered wildlife that inhabit the disused quarry. Bats are protected by law and can not be disturbed. Also we are lucky enough to have several bird species that are on the endangered red list such as curlews and lapwings within the area. I understand the quarry want to minimise noise pollution but how do we know that these birds will not be affected by the noise and dust pollution created by the quarry works and trucks travelling along the track. We need to be protecting what little wildlife we have left.

The community:

On a personal note the track (referred to as tank road by Stainton quarry LTD) is a social hub for Sturdy House Lane providing a livestock free, minimal vehicle disturbance and safe all year round walk, run, cycle, horse ride and most importantly dog walking area for us.

I hope this provides some useful discussion to add to your report.

Best wishes

Lizzie and Owen

Simon and Sarah Collins. (Gayles)

Meadow View Cottage

West Steadings

West Street Gayles

I am writing to you about serious concerns that I and my wife have concerning the above proposal to quarry sandstone in the village of Gayles.

We moved to Gayles in 2018 we sought cleaner air, a peaceful atmosphere, and a rural lifestyle. We moved entirely conscient and accepting of the established farming community and with full knowledge of Feldom Range -and more than happy that these form part of the area that we chose to invest and move into.

We will both be writing in response to the consultation on Richmondshire planning portal web page to express our objection in the strongest possible terms. I would like to share with you some of our views prior to the meeting with the Stainton Quarry director at Dalton & Gayles village hall on Mon 20th June (7pm).

- The quarry is long since disused - beyond living memory and as such has returned to a natural environment. This cannot be considered a re-opening or re-working, it should be treated as an entirely new venture.
- It would appear that an Environmental Impact Assessment has been side-stepped in the initial phase where the decision should not have been delegated - there are many species of flora and fauna specific to the region; bats, butterflies and newts in the area are just a few to mention. The wildlife in and around the proposed site is now very well established. Any formal Environmental Impact Assessment would need to follow the correct procedure of being carried out over at least 12 months to cover all seasons and to study the population dynamics of native species and also to consider the development of said species over the coming years.
- The route for truck-loads of stone, deliveries, maintenance, site visits over the proposed 15 years is entirely inadequate and was one of the reasons that quarrying stopped over a century ago. The proposed route is full of pinch points, steep inclines, blind brows, tight bends and passes through a village and close to the primary school (itself within 1 mile and downhill / often down-wind of the proposed site). There is no other route appropriate for such an increase in frequency or size of vehicles. The surface of the route will not be sufficient to withstand such a prolonged increase in traffic, resulting in eroded and damaged edges, premature wear and potholes.
- North Yorkshire has a policy of developing and protecting verges as pollination corridors, not cutting chunks out of them. This does not fit in to NY 'Beyond Carbon' initiative - there are no mentions of carbon offset, the plant will use many thousands of litres of diesel and produce associated exhaust fumes in the countryside.
- North Yorkshire also has a Circular Yorkshire campaign to encourage sustainable development and investment. This is not a sustainable venture; it is harmful to the environment and must be discouraged - particularly with the present pressing focus on protecting our world - what does this say about North Yorkshire if it is not opposed and dismissed ?
- The working hours are completely unacceptable and utterly unrealistic - retail, offices, building trade are not allowed to work such long hours, and only exceptionally permitted to occasionally request to go outside of this.

- Pollution; from dust - the smallest particles can travel up to a kilometre, larger particles around 500m - there should be further investigation around the impact and likelihood of a change in the pH of the soil in the surrounding area - currently largely crop and grazing pasture;
- noise - continual 7am-6pm 5 days a week plus 8-1 on a Saturday (engines, motors, crushing, extraction, loading, reversing, shouting...). This is in addition to the current infrequent farm machinery and range practice exercises;

light - floodlights during 4-5 months of the year, possibly all day in winter.

- Water contamination from the run off will make its way through gulleys, drains and becks which already struggle with some of the exceptional weather events that our climate has experienced lately, down to Ravensworth where there are historically important and sensitive water features. I made contact with the Environment Agency when we first heard of this, so hopefully it is on their radar.
- Loss of amenity of a popular countryside walk - I do not know of anyone who wants to continue using the public right of way to walk past a working quarry. Additionally, there are many popular walking and cycling routes along the proposed lorry route and throughout the area which would experience a significant change in aspect due to quarry activity.
- Impact on and potential loss of local tourist businesses - peaceful cafes, popular farm shops, busy holiday lets.
- Devaluation of all nearby residential property. One such example has seen a drop in value of almost 10% with just the proposal. Estimates vary from 10-30% reductions - depending on proximity. I dread to think of the damage to resident's investments should this be allowed to gain approval.
- What guarantees are there of no further development ? Quarry Cottage has recently gone 'under offer' from best and final sealed bids (it is right next to the proposed site) - I'm sure we are not allowed to ask, but have Stainton Quarry (or a representative) put in a bid for this with a view to expanding quarry work in the c.5 acres that comes with it ?
- There is NO benefit whatsoever to any of the surrounding hamlets and villages - in fact there is no benefit to North Yorkshire, as the stone will be going to a company in Co. Durham. This proposal is only to the detriment of the ambiance and ecology of the local area.
- It appears that current advice and previous guidance does not seem to have been followed, nor taken seriously by the applicant. The traffic survey is one example which has plenty of content and data but little in the way of information to support the additional loads, 6 days a week over

15 years. A noise survey was also conducted but at only one point near to the quarry, not over a number of days, nor with different wind/weather conditions, nor in conjunction with farms, passing tractors, practice on Feldom Range - really not very thorough to allow anyone to confidently draw any conclusions. If the preparation for the initial consultation is lacking so much, how can any trust be taken from these actions in moving forward with the proposal ?

- I believe that, as with many quarries, this is a calculated, scaled initial ask with a view to hoodwinking all to the actual extent of the desired quarrying of this hillside in the beautiful Swale dale.
- Needless to say, this is causing significant stress to us, we have a young family and have been welcomed into this brilliant community which has exceeded our wishes and expectations since moving in. Friends and family love visiting - at the moment. The proposal itself is detrimental to our wellbeing now (and I know of many others) - in the unfortunate event that the proposal is approved, this will only be exacerbated by the points raised above.

These are the principal concerns from our perspective, don't hesitate to get in touch if there is anything you wish to clarify or discuss.

Thank you for your time.

John and Elfreda Cormode. (Gayles resident). updated 7.6.22

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Gayles House,
West Street, Gayles,
Richmond,
North Yorkshire,
DL11 7JA

Ms Joan Jackson
Planning Control
North Yorkshire County Council
Northallerton
DL7 8AH

Dear Ms Jackson,

OUR STRONG OBJECTIONS TO PLANNING APPLICATION NY/2022/0103/FUL

Both Elfreda and I very strongly object to the proposal to develop Gayles Quarry close to Gayles Village.

In our conversations around the village & local area we have also not encountered anyone who does support the proposal.

We thank you for extending the deadline for consultations until 30th June and we may comment further as other details emerge. In the meantime we would be grateful if you could circulate this letter to your consultee colleagues within NYCC for their review.

We detail below some of the reasons why the proposed application should be refused. It is based on the letter of 6th March 2022 distributed on behalf of the applicant at the Gayles Parish Meeting, the recent NY/2021/0039/SCR screening application and all the paperwork associated with this latest application above.

Our current objections to the re-opening of the quarry are as follows :

- The inappropriateness of the proposal and negative impacts in terms of an area of made up of conservation villages, grade two listed buildings, local businesses devoted to tourism, self-catering accommodation, food catering and visitors, harm to the beautiful landscape and countryside used for footpaths and rights of way and other leisure activities, noise and dust and road safety issues impacting on the health, stress and well-being of local residents over a wide area for at least the next 15 yearsall considerably outweigh any benefits from mineral extraction in comparison.
- North Yorkshire Planning Application NY/2021/0039/SCR in requesting & granting a screening decision highlighted the developments proximity to a site important for nature conservation and ancient woodland at Park Wood, public rights of way and a footpath running through the site, nearby conservation areas and listed buildings and Priest Gill as a site for nature conversation running nearby. Despite these concerns NYCC on the planning portal give no further reasons for their decision, what in fact they had been asked to consider by the applicant or any supporting documentation for local residents to read in a spirit of true democratic transparency. Given these deficiencies and the overall concerns mentioned above NYCC should have insisted that prior to any initial application being submitted it must include a full Environmental Impact Assessment so this can be viewed in advance by all local residents before any decision being made – and this is still the case with this latest application.
- The original screening decision was delegated to council officers and should have been taken by councillors on the Planning Committee given its importance to our local communities. On the on-line Planning Register for this application NY/2022/0103/FUL the word “DELEGATED” is shown on the last page. We believe very strongly that this decision should be taken by the full planning committee of councillors following a detailed site visit, supported by our local councillor Angus Thompson.
- The “ Gayles Conservation Area Appraisal and Management Plan “ of 2010 and adopted by Richmondshire Council, highlights Gayles as an “area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.” It goes on to describe the area surrounding the quarry on the valley side as being “important in the character of the village and its setting”. So Gayles and the nearby villages and surrounding landscape and countryside need to be protected by refusing this proposed application.
- In the Supporting Statement by R+K Wood Planning LLP at page 26 even they mention the detrimental impact on the landscape at para 6.5: “...sensitivity of the area is medium to high and magnitude of the overall scheme is medium resulting in a moderate adverse impact during the site operations.” All this for 15 years until any restoration when even then the landscape “contours would differ from the original topography.” All reasons why this application should be refused.
- The applicants “archaeological Assessment” is “Desk Based”, so at the Summary 1.8 it recommends a “geophysical survey” be carried out “over the parts of the site not previously subject to extraction.” Has this been done, as the report notes this is needed to determine “archaeological resources that may be present” together with “evaluation trenching”.
- NYCC and Richmondshire Councils as part of their duty of care to their residents, need to fully and independently assess and publish their own full and detailed study on the impacts of stress, noise and dust on the local villages and area, and the amenity and well-being and overall health of all residents and their ability to continue to enjoy their homes and countryside. This is particularly important to those residents who suffer particular medical conditions that may be exacerbated by the impact of the quarry and its workings.
- The “Dust Management Scheme” was not completed by an external consultant for the applicant. It states particles of 10-30µ travel 250-300 metres and particles of less than 10µ can travel 1 kilometre. This assessment that “small matter can travel around 1km from source” is repeated by R+K Wood LLP at 6.29 page 32 of their document. This means that such dust particles will definitely reach properties in the conservation village of Gayles, and the village of Kirby Hill and larger particles will reach closer properties.

- The applicant's "Noise Impact Assessment" measurements were only taken at Quarry House and not at other locations outside nearby homes and the local villages which may also be impacted by varying wind directions and speeds. Measurements were not taken when the adjacent Feldom ranges were in use by the military which at times can last all day and up to 23.45hrs at night. The full impact on the physical and mental health and well-being of the local community cannot be assessed or determined unless noise measurements are provided for when the quarry and military ranges are in dual operations. It is a major deficiency in this application and "Noise Impact Assessment", given that the quarry alone is planned to be operating for 60 hours a week.
- It is unclear from the application whether the very noisy "crusher" will operate for one day a week or approximately one week in a given month. A difference of between 4 days or 5½ days, which needs clarification.
- Road safety and transport concerns for residents and nearby villages are not covered adequately as part of the proposed application. All the quarry haulage lorries leave the site along 'Tank Road' which is a poor track and totally inadequate for the task and the proposed passing places will further erode the landscape and negatively impact on the countryside. Who is going to ensure the track complies with NYCC highway safety standards and maintained properly over 15 years and at whose and what costNYCC? In the conclusion to the applicants "Transport Statement" produced by Milestone Transport Planning, they state that this narrow track called 'Tank Road' will be used by a combination of military vehicles, quarry haulage lorries, agricultural and public vehicles to nearby farms/homesplus pedestrians, cyclists and equestrians. Hardly a safe combination and totally beyond belief. Such a proposal is totally contrary to the "North Yorkshire Local Access Forum" letter of 28 April 22 which states "the needs of walkers, cyclists and horse riders must be fully considered...making the unclassified roads and rights of way in the constrained corridor particularly valued."
- The 'Tank Road' often has army "red flags" flying at its entrance for days at a time how is this to be handled and what impact will it therefore have on increased traffic movements by quarry vehicles on other days. How are quarry workers going to reach the site on these days and what will the economic impact be on the sustainability and financial viability of the proposal. Will NYCC be completing their own financial modelling & profitability assessment on the long-term viability of the project to ensure it is sustainable and the landscape impacts always restorable at all times if the quarry business fails.
- Sturdy House Lane is to be used for all quarry lorries to initially reach either Barnard Castle via Ravensworth and the A66 or Richmond and beyond. It is currently not wide enough in places even now for local traffic to pass each other safely without using the verges. The damage to the verges and creation of any further passing places will greatly damage the countryside and is at odds with NYCCs own "Beyond Carbon Strategy" plans for the importance of roadside verges. The single-track narrow bridge on Sturdy House Lane has no known weight limit and the applicant only promises a retrospective periodic examination with NYCC. This is totally unacceptable or sustainable and NYCC itself needs to conduct its own fully independent full structural and engineering survey to agree in advance it is safe for these heavy and increased number of quarry lorries to use the bridge over 15 years and potentially beyond as it is a key risk to the planned transport route.
- We have grave concerns that when the A66 is closed for roadworks, traffic accidents or the inevitable winter bad weather, lorries will be diverted along narrow country lanes through Gayles, Dalton and Newsham and also causing even further traffic congestion in Richmond.

We hope the Planning Department and Councillors on the Planning Committee will fully reject this application on behalf of us all and our community, given that for some of us the fifteen years of this application will endure for the rest of our lifetimes.

Kind regards

John & Elfreda Cormode

**Mr J P Gill & Mrs C M Gill Woodcock House Sturdy House Farm Sturdy Lane
DL10 7JR 12.6.22 (Whashton)**

In no particular order these are our concerns and queries regarding the proposed Opening of Gayles Quarry.

Impact on the immediate area around Sturdy House Farm:-

1. Noise pollution from aggregate wagons rattling, particularly when empty, on Sturdy Lane and U1095. This will be heard through residents open windows and when we are outside enjoying our private space and gardens.
2. Dust pollution from lorries using the unclassified/un-metalled road (U1095) between Sturdy House Farm and the current proposed site in dry weather. Not only will the residents of Sturdy House Farm (four families) have to breathe this in, it will also adversely impact how they are able to use their own homes and outdoor spaces. For example, drying washing outside, or opening windows to ventilate and air their houses without being polluted by the dust created due to the extra traffic movements.

In Stainton Quarry's Dust management Statement, they state 'Visual dust monitoring' will take place. Does this include the total length of U1095?

If so, who will be responsible for this?

How will they mitigate the dust vehicles create in dry weather?

To damp down U1095 by use of water bowsers will necessitate the use of a valuable resource (namely water) which the government wishes us to conserve.

3. Two accesses to our property are very close to the junction of Sturdy Lane and U1095. There is a field gate to my neighbouring farmers land, which is also access to a public footpath, on the opposite side of U1095 at this junction - 3 accesses on the junctions in total. The accesses are used by all of the residents at Sturdy House Farm.

We are of the opinion that the increased traffic movements caused by the quarry also increases the risk of collision with the users of these accesses.

4. The residents of Sturdy House Farm, collectively 4 separate families, use U1095 to exercise their right to enjoy the surrounding landscape and public accesses whether on foot, walking their dogs and/or using bicycles.
5. One of our stone buildings is immediately adjacent to the junction of U1095 and we have concerns that it may be damaged by aggregate vehicles.
6. We have serious concerns of the suitability of Sturdy Lane being used as a regular route for HGVs which we have outlined in another section.

Vulnerable Road Users:-

My husband and I travel Sturdy Lane regularly and these are our observations:-

1. Sturdy Lane is used by cyclists on a DAILY basis throughout the day.
2. We will pass between 1 and 4 horse riders several times per week. There may be more.
3. We have also observed walkers and runners using both Sturdy Lane and U1095 at

various times of the day.

4. Sturdy Lane is a link route for cyclists either looping around Richmond and back, or as an access over to Swaledale.
5. U1095 and Sturdy Lane link an extensive network of footpaths and bridle ways in the area around Richmond, Gilling West, and Whashton etc.
6. Mountain Bikers use Sturdy Lane to access Green Lane and Jagger Lane. Since Covid, we have noticed an increased use of the Bridle Path from Jagger Lane over the Richmond Road to Gilling Wood where they then come out near Low Whashton Springs and come back up the extremely steep hill. There is a blind corner halfway up the hill. As Stainton Quarry is proposing to send two/three laden loads in that direction to Richmond per day, how will they SAFELY manage dealing with the volume of cyclists that currently use this road as the drivers will have to keep and maintain their revs and speed to get up the hill and around the corner?
7. Horses, and riders, are vulnerable road users. My concerns, having been involved with horses both as an amateur and a professional are as follows: -
 - a) there are sections of both Sturdy Lane and U1095 road where there is insufficient room to get the horse/horses far enough away from a large noisy aggregate vehicle
 - b) the majority of the verges are either rough ground or have gorse and brambles growing and some also have ditches, these could potentially cause injury to the horses legs or entanglement should the horse either leap out of the way, possibly becoming out of control if they are frightened by the aggregate vehicles.
 - c) the visibility on Sturdy Lane does not lend itself to early sightings of horses and riders, particularly the areas leading up to, and including, and after Copper Mill Bridge which is a natural pinch point.
 - d) When the aggregate vehicles slow down or stop to facilitate the safe passage of a horse and rider the noise from the air brakes has the potential to frighten the horse further which could lead to the horse bolting or throwing its rider causing possible injury and distress.
8. The recent update to the Highway Code recommends a 2-metre space when passing walkers, cyclists, or horse and rider.
9. North Yorkshire County Council (NYCC) has a duty of care to vulnerable road users.
10. We feel that the NYCC should ensure that the Rights of Way and Highways within the aforementioned areas will still be able to be safely used and that those vulnerable road users are NOT discouraged from exercising their rights to do this due to fears of their vulnerability in regards to the size of the aggregate vehicles.

Routes to and from the Proposed Quarry at Gayles.

1. A66 Access

In their Traffic Statement Stainton Quarry say that once the Trans Pennine A66 route upgrade happens this will make the access and egress much safer at Ravensworth. Having been in contact with Highways England we have ascertained that the development consent for the proposed A66 upgrade has not yet been submitted. If/when it is granted the proposed works will be happening between 2024 & 2029 (inclusive). At the moment they have no

proposed date for updating the section near the Ravensworth junctions, (which is called Stephen Bank to Carkin Moor). We **do not** see how these proposed improvements can be taken into consideration regarding the Gayles Quarry application as we would have thought that the relevant authorities can only make informed decisions on what is currently in place.

If, and when, the upgrade to the A66 happens, what route will the aggregate and quarry workers vehicles be proposing to use to avoid the necessary roadworks incurred on the A66? Will they be coming along the narrow roads from the A66 Newsham junction? This will take them through Dalton, Gayles and Kirby Hill. This road is very narrow with blind bends and limited passing places.

On days when there is major congestion on the A66 around the Ravensworth Junctions (which seems to be a frequent occurrence) again, what route would Gayles Quarry vehicles be proposing to use?

There is a blind summit on the Richmond to Ravensworth Road at the junction of Kirby Hill and Whashton crossroads posing traffic safety issues for vehicles from Kirby Hill or Whashton accessing the main Richmond to Ravensworth road.

2. Sturdy Lane

We are particularly concerned with the area before, after, and including Copper Mill Bridge on Sturdy Lane. There are blind corners on the to the bridge on both sides. It is also a pinch point, there is only room for one vehicle on the bridge. The bridge is at the bottom of a steep dip. This road is not gritted in the winter and becomes very icy.

Recently whilst driving our car we almost collided with an aggregate lorry at the North side of Coppermill Bridge on the apex of the blind bend. The lorry could not stop and had to take to the verge to avoid a collision. There was no verge on our side of the road, had we been at a point with no verge either side we have no doubt whatsoever that the lorry would have wiped us out. We telephoned the well-known aggregate contractor to complain, he apologised but said there was no way he could possibly have stopped. Stainton Quarry are proposing to create a passing place in this area but in reality, it would have been of no use in this particular instance being positioned elsewhere.

We have been told by a HGV driving instruction company that the stopping time for a HGV is approximately 3 times longer that it takes for a car to stop.

In Stainton Quarry's traffic statement, they intend to use field gateways as passing places. These gateways are for the farmers and landowners to access their place of work. Who will repair any damage caused to the ground in and around the gateways due to the inevitable erosion from aggregate vehicles and cars using these as regular passing places?

Stainton Quarry state that most of Sturdy Lane is wide enough for two vehicles to pass safely. As a regular user of this road, we strongly **disagree**. When passing anything other than another car it is necessary to slow down, pull over and drive on to the grass verge. There are visible signs of erosion on the verges which back this up.

The visibility at the junction of U1095 and Sturdy Lane is limited.

Stainton Quarry's traffic statement movement count was done the last week of November/ beginning of December 2019 so therefore does not take into account the farm vehicle movements for Spring lambing, hay-timing and silage contractors and straw hauliers leading straw.

The Traffic Movement Statements also will not include summer tourist traffic.

In the 30 years we have lived here, Sturdy Lane has never been gritted by the NYCC or Highways. This road can become very icy and dangerous due to compacted snow. If gritting is implemented to facilitate the quarry continuing to operate in adverse weather conditions who will pay for this?

3. U1095

The condition of U1095 is generally extremely poor.

The condition of U1095 is in my opinion inadequate for regular use of heavy vehicles. In the 30 years we have lived here we have not seen military vehicles go further than the tarmac section of the road that goes to the range wardens hut at 3A.. To the best of our knowledge U1095 has never been used as a Tank Road and is referred to as a range road. We assume most people know what a tank road looks like but if not we are more than happy to supply you with a photograph.

If U1095 is significantly improved there is a danger that it will become a shortcut from the Gayles end of Holmedale/A66 to either Marske and Swaledale, or to the West end of Richmond, thus further increasing traffic use.

Who will be paying for any road improvements and any mitigation required?

Who will be ensuring that any agreed improvements and mitigation will happen in a timely and proper manner?

If permission is granted to divert the footpath, then the footpath access will be sharing the vehicular access to the quarry. This access is also a blind corner.

1. The Landscape

There are beautiful and extensive vistas from the existing footpath through the Quarry and from U1095. Taking in the North Yorkshire Moors to the East (U1095) and Holmedale and County Durham to the North (Quarry footpath). It would be very sad to lose these views, particularly from the quarry. Surely these views should be valued and protected for the enjoyment of all.

The proposed quarry site is highly visible from the A66 corridor.

The proposed screening by use of bunds and planting of trees etc. will, in our opinion, take longer than the proposed 15 years that the quarry will be worked, before it settles into the wider landscape. Diverting the footpath to the South of the quarry will mean that the truly spectacular views will either be lost or will only be seen over a dusty, dirty, quarry site.

Near the existing footpath through the quarry (at the end near to Quarry House) and adjacent to the proposed access for the quarry there is a large patch of Wood Sorrel growing. Whilst it is not an endangered species wouldn't it be a huge shame to destroy it?

Larks, Curlews, and Finches can be heard and seen from U1095. Would you wish to discourage these from nesting and living in this area due to dust and noise from the aggregate vehicles and the quarry in general? In the RDF Ecological Impact Assessment, they believe that there will be no adverse ecological impact on birds.

Has anybody checked for badger setts in the quarry? We have seen badgers on Sturdy Lane so we can only assume that there are badger setts in the area.

On the evening of 2 June 2022 John Gill walked along the U1095 and the footpath across the proposed quarry site and he saw bats flying around both by the naked eye. And via thermal imaging scope.

RDF Ecological Survey paragraphs 1.2.1 and 1.2.2

We are of the opinion that there is a strong possibility of a conflict of interest, namely, the Consultant Ecologist, David Ryder (Certificate of Ecological Surveying) we believe the above is the owner of the quarry site and will benefit financially should the quarry be re-opened.

Some time ago there was an archaeological dig undertaken by Durham University on behalf of the Ministry of Defence (MOD) adjacent to the U1095, East of 3A just behind Sturdy House Farm. This discovered evidence of Bronze Age use. We are of the opinion that when looking at the wider landscape in the area over Feldom moors that most of the tracks around were probably ancient drovers roads.

Application in General

Who will cover the financial cost incurred for:-

A. Road Improvements B. Road Maintenance C. Any Signage required D. Passing Places

Who will ensure that the above listed points will be done?

Will the above be put in place **before any quarrying** is allowed to commence?

What guarantees will be put in place should planning be granted to ensure that, Stainton Quarry, will NOT be able to apply to extend the period of quarrying and/or increase their vehicle movements on a daily basis in the event of permission being granted? How will this be enforced?

In Stainton Quarry's traffic statement they state that their four quarry workers will car share. We very much doubt that the car sharing will take place. How will Stainton Quarry be able to enforce this?

We also note that alongside vehicle and machinery washing and maintenance areas there will be a mess area for the workers and visitor parking. If visitors are coming to the quarry we assume that this means even more vehicles will be using the road?

The hydrology report reads as if there is no intention to use water from the site. How will; dust dampening and cleaning of the quarry vehicles be facilitated? Toilet facilities for the workers? 15 years using a temporary portaloos would seem insufficient provision.

Does the fact that because something was in existence about 120 years ago mean it should be able to happen again? We very much doubt Ravensworth Castle would be allowed to be renovated!

Had there not been a quarry at this site before would quarrying be allowed to commence in this location?

If permission is granted we are concerned that this may set a precedent allowing further quarrying in the area.

As previously stated above the intention is for four quarry workers to comment to the site therefore, we assume there will be no benefit to the area for local employment opportunities.

The quarry and everything that is associated with quarrying i.e dust, noise, traffic is going to have a detrimental impact on the numerous holiday accommodation businesses. Who would want to holiday next to a noisy, dusty, quarry? This in turn could impact on the already struggling hospitality businesses. The proposed route back from the quarry to the A66 is the access road to Ravensworth nurseries. Ravensworth nurseries car park is on the opposite side of the road to the garden centre. Will the aggregate vehicles using this road impose an increased hazard to the customers of the Garden Centre?

This proposed site is not in NYCCs preferred plan. Why is it necessary for this area to be quarried?

Can the stone not be obtained elsewhere? If not what evidence do Stainton Quarry have for this assertion? There are other working quarries on the A66 corridor.

NYCC may say that it is a windfall quarry, this begs the question Whose windfall?

Bearing in mind that Stainton Quarry is based in County Durham, how will our area and NYCC benefit from this development?

Whilst we are aware that most of the above concerns are not material considerations in planning law, they are never the less no less important it us. We can only see negatives for this development in relation to the local area and populace. Whilst it is perfectly acceptable to make money, it seems to us that the present landowner and the owner of the quarry (Mr A Buck) will be the only people that will benefit from this development. The local population and the countryside around, including flora and fauna, will be the losers.

Mr J P Gill & Mrs C M Gill

Pat and Tony Fava (Gayles)27.4.22

In reply to Ian's email, our concerns include all mentioned:-

Noise/dust/loss of quiet and essential walks/and very seriously the reduction of property value.

As our home, Slip Inn Farm is directly below the quarry, it will definitely have a huge impact on us. Traffic will inevitably be increased on our road.

There are NO positives here and we would like it recorded that we vehemently oppose the plans.

The big issue we see is the impact on ecology in the local area. There are a number of species found around and also within the quarry boundary that are protected and endangered. It is a fragile ecosystem that has for many years provided local young children including our children and grand children and adults alike the opportunity to see different types of bats, hedgehogs, newts, different species of owls, red kites, buzzards, kestrels and rarely even falcons. The abandoned quarry is a unique post industrial environment that has been reclaimed to a large extent by nature and cannot be allowed to be reopened.....there are few environments like it anywhere locally especially so accessible to the local population.

Best wishes

Pat and Tony Fava
Slip Inn Farm
DL11 7JQ

Cath Stanwix (Gayles)27.4.22

I would like to strongly object to the re-opening of Gayles Quarry for the following reasons:

1. Noise from the drill that will be cutting the stone
2. Visual impact on the Landscape
3. HGV traffic
4. Reduction in valuation of property
5. Impact on Gayles Hall Farm which is very close to the Quarry. It joins our land on the South side and the West side.

I would like these comments to be included in the document.

Regards,
Cath Stanwix
Gayles Parish Clerk

Ian Golbourne (Gayles)28.4.22

Cath - just in case you need a formal reply - both Linda and I are against the quarry in any shape, form or guise.

The reasons are:

Noise

Dust

Pollution

Disturbance to wildlife

Loss of walking amenity

Disturbance to watercourses and hence risk of flooding of our roads

Increased traffic leading to noise, wear and tear of our roads and safety aspect of walkers and cyclists sharing a road with lorries

Rerouting of public footpath to one with views of an open cast quarry

Damage to bridges etc by laden lorries, causing disruption to our travel routes

Finally and not least, a planning blight on our village, causing a reduction in property values

Have you had a chance to speak to holiday at home people and ascertain their views

Regards

Ian

Objection to development of a quarry in Gayles, Richmond 12.6.22

We would like to formally express our opposition to the proposal to open a quarry in the east part of Gayles, Richmond.

Over a century ago, there was a quarry in Gayles, which closed because it was economically unviable. When we consider this lapse in time, the proposal to quarry for sandstone is not in anyway a reopening of a preexisting quarry. It is a hole in the ground, restored by nature to wilderness. The proposal should be viewed as an entirely new venture ie a new quarry in our hillside.

Our objections relate to several adverse features of quarrying which are integral to such a venture.

Noise There is no way in which stone can be extracted from a hillside without creating noise. Noise, while not per se damaging to hearing at a distance is a recognised nuisance and is deleterious to general health. The quarry would be about 1k distant from the centre of Gayles village and noises emanating from quarry use would be clearly audible. There is no doubt about this and mitigation factors would not remove this. Residents in Gayles can clearly hear agricultural machines in the valley more distant than 1 k - engine noises, agricultural attachment noises and the 'beep beep' of reversing vehicles. Clearly, the working noises of an industrial quarry would be obvious. The list of noises would include at least the following:

- The ripping of stone from the ground
- Engine roaring of vehicles in the quarry
- Engine noises of trucks arriving and leaving with stone
- The noise of generators on site (this site has no electricity supply)
- The noise of water bowsers arriving on site and leaving empty
- The noise of fuel bowsers arriving to supply machinery on site
- Truck reversing beeps
- Shouting by workers on site (it is a very noisy environment)
- Crushing of stone

- Loading trucks with stone
- Vehicles arriving and leaving with workers

In addition, there would be noise from vehicle (including stone trucks) travelling along the 'tank road' both empty and laden. This would include engine noise, tyre noise and banging noises that always accompany truck use.

Appearance Without any shadow of a doubt, this quarry would be a 'blot on the landscape'. Intensely ugly and industrial - completely out of keeping with our countryside landscape and ambience. The quarry would be visible for miles - from the floor of the dale and even from the A66. Dust clouds would draw the eye to this 'monstrous carbuncle' and then the true horror of the desecration of our heritage hills would be revealed.

There seems little doubt that the above would be compounded by the use of strong flood lights at the site - especially in winter (but perhaps for 6+ months per year) - in the early hours and later afternoon. Our skies are dark, and this light pollution would be most unwelcome.

Traffic The short answer to this problem is that our local roads are inadequate for the proposed traffic from site set up, site supply and stone extraction and removal. Several pinch points on the journey of the stone trucks can be clearly identified - sites at which 2 vehicles (the width of cars) will struggle to pass and necessitate driving on vulnerable grass verges to the detriment of their associated wild flowers. That this is not an isolated phenomenon can be seen all over North Yorkshire and Durham where soft verges have been gouged and destroyed by heavy vehicle traffic.

I am also deeply troubled by the thought of being passed by one of these trucks as a pedestrian +/- my dog. The margins for safe passage are minimal even with cars and frankly non-existent with lorries. Mixed traffic on the tank road would be a disaster waiting to happen. Walkers, cyclists and horse riders who now have prime place in the Highway Code would see their rights erode faster than the verges of these roads.

Weight of lorries The present road surface of the tank road is inadequate to deal with the laden weight of stone trucks. It would rapidly fragment (more than at present) and large potholes would expand. I also have concerns about the strength of the culverts carrying rainwater to the becks - could they withstand multiple daily passage of these behemoths for months let alone years? The surface of the road would have a major part to play in producing noise from the lorry, banging and shifting of the load would seem to be inevitable.

A66 This major trunk road is due to be dualled in the next 5 years. We can expect more than usual disruption with the roadworks. This road is often closed due to accidents around Ravensworth. The temptation would be for the stone trucks to travel along a narrow B road via Kirby Hill, Gayles and Dalton to Smallways junction to bypass a block. These lorries must be forbidden to use this route.

Dust Quarrying is a dirty business and dust from excavations would be a considerable problem. What is the silica content of this rock - would this prove a silicosis risk to the population? The quarry workers would have PPE (unlike in Roman times) but the local population would be at risk from dust clouds swirling around in our often strong winds.

Dust would also be caused by passage of vehicles - all would be coated with dust and their travel marked by large dust plumes. Water spraying to damp down the dust is at best a partial answer. Perhaps it would lead to more problems from mud and water runoff contaminating our local watercourses and fields. I suspect that this water runoff would prove more problematic at the quarry - would there be pumps wheezing away to expel excess water and contaminating our pastures?

Weather

Ice and large trucks on steep hills is a significant problem. We have all three in Gayles in winter and often in spring as well. The roads from the quarry are narrow, tortuous and steep. I fear that people living in houses that abut the road might have a visitor to their front rooms in the shape of a large truck. There is truth in the fact that the quarry failed in at the turn of the previous century - it was too difficult to transport enough stone on the roads

present at the time. It seems that the roads have not been significantly widened since (in many cases, any widening is impossible because of bends, bridges and rocky outcrops)

Loss of Habitat This refers not only to the loss of the east hills of Gayles for leisure activities (who wishes to take a restorative calming stroll alongside an actively working quarry?) but to the loss of habitat for our dwindling wildlife. Where will the curlew's nest in the future? The answer which should seem obvious to all — is not near a working quarry. Artificial light, noise, dust and vehicle movement will cause an irreversible loss of their breeding grounds. Already under threat, curlew numbers are falling due to human encroachment into their territory. These poor birds should not be put at risk.

Archeology

The village of Gayles is an ancient village, going back long before Domesday (it did receive a mention). I don't believe that a desktop exercise (as the quarry company has conducted) is in any way sufficient. Our heritage is at risk, and once the land is quarried, it would be lost forever.

Watercourses Gayles has been and continues to be troubled by floods with washed out road verges in times of heavy rain. I suspect that quarry work would worsen this situation. I do not believe that the applicants have proven this not to be the case.

Benefit Who would this quarry benefit? Certainly, the landowner and the quarry. It would not necessarily benefit the workers, who could be employed elsewhere. There are other active quarries in North Yorkshire and the stone here is not unique. The residents of the local villages would all lose out. There are no positive features for us at all. The applicants should have to prove that the overall benefit to the community significantly outweighs the deleterious effects of heavy industry in our quiet village and countryside. I do not believe that the extraction of sandstone would be of such benefit to override our rights to live as we do at present.

Reduction in value of housing It is perverse that granting of planning to this applicant would result in a reduction in house values in Gayles. We understand that a house sale in Gayles fell through after searches revealed this application. The house was then placed on the market at a reduced price. Why should we suffer a reduction in our assets (houses are our most valuable possessions) which would happen if this application were granted. They would gain financial reward and we would lose money. Manifestly unfair.

Finally If approval is given, then this part of Gayles would be lost to the inhabitants for at least 15 years - or even longer if quarries grow as they are wont to do. Many of the inhabitants of the village will never see this beautiful spot again in their lifetime and enjoy the tremendous views over the dale. It is to be noted that the previous owner (before it was passed on in inheritance to someone who is not of our community) of this land placed a caravan here, so that he could stay there and enjoy the view in peace and quiet. If he was able to have this at the end of his days, then surely, we should also have this gift of nature.

Col (retd) IA Goulbourne TD ChM FRCSEd L/RAMC

Consultant Surgeon

Mrs LE Goulbourne Bsc Msc

 Warren House

Watling Close

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N Yorkshire

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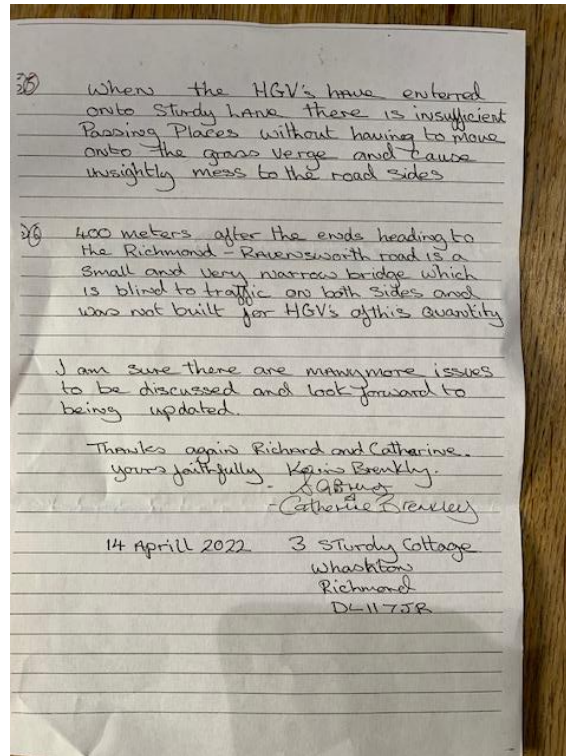
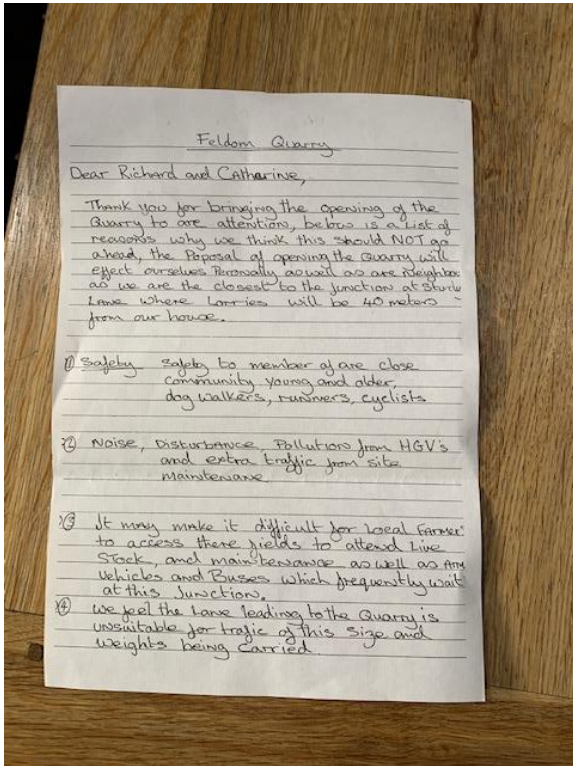
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Kevin and Sue Brenkley (Whashton)14 .4.22



Jo and Graeme Newton (Gayles)28.4.22

Following on from Ian's email

I believe that you want to know how residents of Gayles feel regarding the proposed re opening of the quarry. Graeme and I always support housing and extension applications in the village however in this case we would be against the application as in my mind this would be classed an industrial development which doesn't have a place in a village environment.

The noise the quarry would produce being open 8am to 6pm Monday to Friday and 8am till 1pm Saturday being a major issue for us.

If you need help with anything don't hesitate to let me know

With kind regards

Jo

Sarah Stoneham (Whashton)29.4.22

I would definitely join the objections.

I regularly walk my dogs along the footpaths/bridleways connecting with this routine and use by quarry traffic would make it far too dangerous to consider doing either while the quarry was active.

There are few enough bridleways and this plan would make the connection route for the one from Kirby Hill to the lane during work times.

I also have real concerns about the use of sturdy lane by heavy traffic, impact on roads, bridges, wildlife and local resident's human and animal. I use the road regularly and most people drive cautiously and can stop if hares cross the road, sheep and lambs stray or you meet a cyclist or horse rider on a corner or blind spot. Clearly such heavy vehicles would be unable to stop in time with potentially fatal consequences.

I am happy to do anything else to add to the protest.

Thank you for all you are doing.

With best wishes

Ian and Cherry Mains (Whashton)26.4.22

I've nothing to add to the discussion on the proposal, other than to oppose it on the grounds outlined by Alan Fielder.

Nickie and Baz Young (Gayles)2.5.22

Further to the emails about the reopening of Gayles Quarry, Baz and I wanted to add our voices.

We are vehemently opposed to the reopening of the quarry. Having considered it, we believe that there is potential for disruption to village life through, amongst other things, noise, dust and increased traffic. We are also concerned about the potential impact on the village environment of the quarrying process. However, we are resigned to the fact that this will be a difficult project to stop as North Yorkshire County Council seem to be heavily invested in supporting the proposal and aiding the quarry company in getting planning permission. This is not a surprise, googling 'North Yorkshire Quarry' brings up news stories from other small villages and towns in North Yorkshire who feel they have been completely disregarded by North Yorkshire County Council in favour of new or extended quarries. This brings another concern as NYCC are not well known for policing agreements with quarries and we feel that the company will be able to push the limits of the agreement (should it get passed) with little or no intervention from NYCC - they could quarry for longer hours, remove more stone and therefore have more heavy vehicles around the site and quarry for more than the 15 years proposed - as has happened in Catterick Village.

Kind regards

Baz & Nickie Young

Stephen McDonnell (Gayles)4.5.22

Listed below are a few of my objections.

1. Traffic overloading on small unsuitable roads. Although it is stated they will be 5 loaded truck trips a day, this is one way so both ways is a minimum of 10 trips.
2. Roads not large enough for two way truck trips. The size of these trucks will be a very large hazard when passing each other.
3. The query area has been re-populated by nature and is now a thriving beautiful eco system. If this goes ahead you will be destroying a beautiful walking area that nature has reclaimed.
4. The area won't just be used by large trucks there will be vans and large cranes on the area.
5. Once up and running it will be an eyesore and a blight on the local area causing tourism to drop if not stopping altogether drastically affecting the whole local area.
6. House prices will take a massive nose dive. Sales of houses have already been hit because buyers have found out about the query.

7. Noise pollution will be very high, the dust caused by these types of queries and the way they are excavated is massive and will cause all sorts of problems around our village.
8. There are always problems with traffic on the A66 with massive tailbacks, you can guarantee once this happens the very large trucks will divert through Newsham Dalton Gayles etc etc.
9. There is a well and a waterfall in the query, where will this redirected to? Through the village?
10. When the query was last used they used horse and carts and it a small working village, it is now a residential hamlet that does not suit an industrial juggernaut. The harm caused over a minimum of 15 years will be enormous and irrevocable.
- Regards Stephen McDonnell
2 Watling Close.

Ian Roberts (Gayles)

**3 West Street
GAYLES
DL11 7JA
ianandheather@hotmail.co.uk**

30th May 2022

NYCC Planning Services
County Hall
Northallerton
DL7 8AH

Dear Sirs,

Consultation on planning application for the purposes of the Extraction of sandstone at Gayles Quarry, near Gayles Village. on land at Gayles Quarry
Near Gayles Village
North Yorkshire

Planning Application ref number NY/2022/0103/FUL

I write to lodge my objection to the granting of this Application.

Together with my wife I have lived in Gayles since 2018, having moved here for the 'quiet rural life' as we move towards retirement. We enjoy walking regularly in the area around the village and further afield in The Dales. I detail below my objections to the Application for the re-opening of Gayles Quarry after around a century of closure and disuse:

Transport

1. Though Gayles is not on the proposed transport route, my wife and I regularly use Sturdy House Lane on our way to Marske, Leyburn and Swaledale in general. The transport route is therefore relevant to us.
2. An attractive feature of the area is the quiet, narrow country lanes. Over the last two years the lanes have become busier with supermarket and Amazon etc delivery vans caused primarily by Covid-19 lockdowns, but also a changing method of shopping which I expect will not change. Adding 10 HGV movements per day will only add to the growing difficulty of passing commercial vehicles on our narrow lanes.
3. The applicant's Transport Statement states that there will be a maximum of 10 movements per day, but there is **no formal guarantee of this maximum.**

4. The Transport Statement states that Sturdy House Lane is ... “wide enough for two-way traffic (width varies 4 - 5.5m). **This I’m afraid is simply not true.** To disprove the statement I physically measured the width of tarmac at 20m intervals along the entire length of the proposed HGV route from the Tank Road to Stonygate Bank (see below). Sturdy House Lane exceeds 4.7m wide at the Tank Road junction only. At many points it is around 4m wide and for considerable distances it is significantly less.
5. The bridge on the route has a minimum surfaced width of 2.6m and the bridge approach in both directions is via ‘blind’ corners. I would suggest that damage to the bridge parapets is highly likely and repeatable. The proposal is to widen the road locally either side of the bridge by “hardening of available verge”. There is no available verge without the removal of a number of significant fully established trees and major earthwork including retaining structures. Significant flora removal will be required on the northern approach to lessen its ‘blind’ nature.
6. The Transport Statement states that Sturdy House Lane carries circa 150 veh/day (point 4.4), which is described as “modest”. I would suggest that for a rural unclassified road whose width at many points is significantly less than 4m with no passing places, 150 veh/day is significant rather than modest. Within the proposed working hours of the quarry, there is a high probability that somewhere along Sturdy House Lane the quarry’s 20T wagons are going to meet at least one car/van/HGV travelling in the opposite direction. I emphasize there are no passing places in the whole length of the transport route. How do a 2.5m wide wagon and a 1.8-1.9m wide car pass each other on a road less than 4m wide, let alone two HGVs?
7. Sturdy House Lane hard surfacing has no edge reinforcement, no kerbing and only grassed verges. The passing of HGVs with other vehicles cannot do any other than destroy the grass verge and in time break up the edge of the surfacing.
8. 10 Veh/day HGV movements have been quoted, but does that include fuel deliveries, maintenance vehicles?
9. A calculation of the proposed 15,000 Tonnes annually of stone removal equates to circa 6,500m³ or 135m³ per week over 48 weeks pa. I would suggest that 10 vehicle movements per day **will be a minimum transport requirement, rather than a maximum.**
10. In summary, I consider Sturdy House Lane entirely unsuitable to have additional HGV transport put onto it and I find the applicant’s Transport Statement to be biased in this regard, casually brushing aside the obvious problems.
11. The proposal is to have fully loaded quarry wagons turning left onto the A66 at the northern end of Waitlands Lane, an uphill approach. I would seriously question the safety of this. The A66 has a speed limit of 50mph in this area – however we all see too regularly HGVs travelling at higher speed than this, keen to maintain 60mph. Travelling West on the A66 (downhill) the Waitlands Lane exit is obscured by a domestic building at the junction. Any fully loaded 20T wagon pulling away **uphill** from stationary out of Waitlands Lane will likely still be moving at walking pace when it fully enters the A66 with traffic including HGVs bearing down on it. A serious accident waiting to happen.
12. The applicant’s Transport Statement details at length the accident history of the route, but fails to address the future safety aspects of the route, namely passing on Sturdy House Lane, Stonygate Bank hill into Ravensworth and the Waitlands Lane/A66 blind junction.
13. I would expect, in the unfortunate instance that this application is approved, that a Condition of Approval is made that the Slip Inn Bank road through Kirby Hill, Gayles, Dalton, Newsham is expressly **prohibited** to

any quarry commercial vehicles at any times under any circumstances. There are a number of blind corners, narrow pinch points, narrow bridges that make this road and all others in this area wholly unsuitable for 20T HGVs. There is a fear amongst residents that this route may become attractive to quarry traffic at some point, such as when/if the A66 is blocked, closed or busy with heavy traffic.

Hours of Working

1. The proposal is for the site to be working Monday to Friday 0700 to 1800 and Saturday 0800 to 1300. Having moved to a quiet rural location to enjoy our upcoming retirement, I strongly object to additional noise at all, but absolutely to noise of machinery commencing 0700 Monday to Friday. I equally object to industrial noise creation at any time during the weekend. I would expect, in the unfortunate instance that this application receives approval, that working hours be restricted to 0900 to 1700 Monday to Friday and none at weekends.

Site Establishment & Services

1. The applicant gives no information or commitment with reference to any of the following:
 - a. What construction traffic, site plant will be involved in the initial groundworks to ready the site for quarrying?
 - b. What noise and dust abatement measures will be in place during these works?
 - c. How will permanent power and water be brought to the site?
 - d. Large quantities of site water will be needed for dust suppression, stock dust removal, crusher, wheel washing. Where will this come from and has an assessment been done on the possible effect on local domestic water pressure?
 - e. How will this large quantity of water be disposed of, and will it be screened/filtered to remove suspended material?

Noise

1. The applicant presents a Noise Impact Assessment, yet the mitigation appears to be relying on bund construction and local noise measurement. There is no proposal for further mitigation should noise levels exceed those **that the applicant feels acceptable**.
2. We live in a very quiet rural setting. Why should we be expected to live with **any** industrial noise?

Loss of Amenity

1. The military Feldon Ranges above Gayles & Kirby Hill prohibit public access. Consequently, the Public Right of Way footpath through the proposed site has higher significance for local residents who wish to walk the local area. The loss of this footpath and its surrounding flora and fauna will be strongly felt by myself and many others and whilst appreciating that a (15 year) temporary path diversion will be in place, the prospect of walking around the edge of a working quarry will have little appeal compared to what is available until now. Additionally, for residents of advanced years the prospect of having the path restored in 15 years time will effectively mean the path is lost to them for good. I deplore the loss of this footpath and the access it gives to many for exercise and the fine views across the valley and beyond.

Effect on Property Value

1. A common enough theme raised in such circumstances, but a real fear to myself and others. We have already seen one house sale fall through in Gayles in the last few weeks, the reason given by the withdrawing purchaser – the possible new quarry nearby. The house has now been resold, but at a significantly reduced price. Conveyancing solicitors are duty bound to bring to a purchaser's attention local Planning issues and development, particularly industrial. We have witnessed the effect of this application, even before a decision is announced.

Future Development

I and others are concerned about the following, to which we have no answers, clarifications, binding commitments:

1. Can the applicant, any future owner or NYCC guarantee that at some future time the site, once quarrying is exhausted, will not be turned over to landfill?
2. Can the applicant, any future owner or NYCC guarantee that the site will not at some future time be extended in area and scope?
3. Can NYCC guarantee that transport movements will be kept to the proposed route and not exceed the maximum stated daily movements, **for the next 15 years?**
4. What binding commitment will NYCC offer that the Restoration Strategy will be enacted and fully completed, even if SQL or any subsequent site owner has ceased trading?

There are many aspects of this proposal I object to as outlined above. There are instances in the applicant's proposal documents where I believe a false or positive 'spin' has been presented, particularly in respect of transport. This site is served by narrow rural roads wholly unsuitable for additional, daily HGV movements. It sits in beautiful, ecologically valuable countryside, deserving careful preservation – not industrial scarring. I wholeheartedly request that NYCC reject this application, which brings absolutely nothing to the local communities and will scar the landscape for many future years.

Yours faithfully,

Ian C. Roberts

Dr Andrew Mountain 3.6.22

Objection to the reopening of Gayles Quarry

My wife and I relocated to Gayles in June 2021 seeking a tranquil, peaceful lifestyle for our retirement in a quiet rural community. The proposed reopening of Gayles quarry represents a clear threat to the quality of life for us, our neighbours in Gayles and many other people living in this beautiful and unspoilt area. We object most strongly to the proposed reopening, for the reasons we set out below.

Transport

The roads for much of the planned routes are unsuitable for heavily-loaded HGVs.

The Tank Road (U1095) is narrow, largely unsurfaced and in very poor condition. It is currently used largely by military and agricultural vehicles and especially by walkers and cyclists. To become suitable for heavy lorries it would need to be resurfaced with tarmac or other sealed surface and passing points established, which would destroy the verges. The Tank Road and Sturdy House Lane include weak, narrow bridges likely to be damaged by HGVs.

The lorries will no doubt be extremely heavy when loaded and therefore likely to damage all the road surfaces over which they travel.

The roads for each of the planned lorry routes (to the A66 and Richmond respectively) are single carriageways, and for most of the routes have no pavements. They are heavily used by walkers (often with dogs), cyclists and horse riders, the safety of all of whom would be at risk from these lorries.

These roads are also quite narrow and are heavily used by slow, wide agricultural vehicles which at various points on the planned routes will be difficult for large HGVs to pass, causing traffic disruption.

The proposed routes to the A66 and to Richmond both include steep gradients and sharp bends which are unsuitable for very heavy lorries. This will present a danger to other road users, especially in winter when these stretches are often quite treacherous even for 4WD vehicles.

The A66 is undoubtedly a very busy road which is frequently difficult to turn onto, even for relatively nimble cars turning left onto it and not crossing carriageways. The application itself acknowledges that there have been several collisions at the New Lane junction, at which it is proposed the lorries will join the A66 enroute to Barnard Castle and leave the A66 (by a very hazardous right turn) when returning to the quarry. Slow, heavy lorries will have to wait considerable time for a suitable traffic gap, which will inconvenience other vehicles behind them and increase the collision risk for accessing and leaving this major road.

The A66 is closed quite often due to adverse weather in winter, and traffic on it both ways is frequently at a standstill when traffic volume is high or an accident has happened. When this occurs the minor roads around Gayles, Kirby Hill and Dalton become flooded with vehicles seeking alternative routes. It is clear there would be a temptation to reroute the lorries from and to the quarry when the A66 is closed or blocked by traffic. Many of the roads around Gayles, Kirby Hill and Dalton are very narrow, quite a few allowing only single file traffic even for cars. These roads are totally unsuitable for wide, heavily laden lorries.

Noise, dust and light pollution

There can be no reasonable doubt that the proposed quarrying will generate noise and dust pollution. The noise will emanate not just from the mechanical extraction of stone blocks but from loading these onto lorries, crushing surplus stone, moving spoil around the quarry site, and from the heavy trucks on the roads. Moreover, it is proposed that quarrying would take place for 11 hours per day from 7am on weekdays and 5 hours on Saturdays. Like many of our neighbours in Gayles (and I am sure Dalton, Kirby Hill, Whashton and Ravensworth) we relocated here in search of peace and quiet, which is certain to be adversely affected by the proposed quarry reopening. Many local residents are retired with no need to rise early for work – to be woken up by quarrying activities at 7am would be have a significant impact on our quality of life.

Gayles is a very windy location, so dust from the quarrying is likely to be carried for miles around. The same applies to dust generated by heavy lorries moving along the Tank Road unless this were to be suitably resurfaced. During the dark winter days I presume the quarry would have to operate using floodlights, which would cause light pollution in our otherwise dark skies.

Impact on public amenities

The area around the disused quarry is currently much used by walkers, cyclists and horse riders in search of good routes, rural tranquility and spectacular views. The proposed quarry workings would undoubtedly impact on all of

these. In order to accommodate lorry traffic the application proposes replacing a much-favoured public-right-of-way footpath with an alternative route which involves climbing a hill and walking above the quarry, thus replacing a splendid view with one of the quarry workings.

The quarry workings would also impact adversely the visual amenity from the bottom of the dale, notably from Ravensworth.

Impact on local economy

The area around Gayles, Kirby Hill and Ravensworth is very popular in summer with tourists in search of rural tranquility and walking or cycling routes in unspoilt countryside. These visitors make extensive use of the many bed-and-breakfast and self-catering accommodations available in the locality. Reopening Gayles quarry will spoil the landscape and generate noise, dust and traffic issues which are very likely to have a negative impact on tourism and the local economy. It is apparent from the application that the quarry reopening will create no new jobs – at best it may help to preserve 5 existing jobs.

Impact on house values

Reopening the quarry would undoubtedly reduce the attractiveness of the area as a place to live in rural tranquility, hence it would be extremely likely to reduce the value of houses in Gayles and along the proposed lorry routes, for all the reasons outlined above. Already the sale of one house in Gayles has fallen through due to the proposal to reopen the quarry, which therefore threatens not only the quality of life of many residents but also the value of their greatest asset – their house.

Final site restoration

The application proposes to conduct quarrying for 15 years then restore the site to its former state. We and many other local residents have serious concerns that this timescale (already very long as a proportion of our lifetimes) would in reality be extended and that once the quarry is exhausted the site would not in fact be restored to its present state but instead would be sold off for use as a landfill site.

Key planning conditions

If the Council decides, against the wishes of the entire local community, to approve this application I strongly suggest it would only be reasonable and fair to local residents to impose the following planning conditions:

Working hours – start on weekdays no earlier than 8am (as stated in the Transport Statement), not at 7am (as stated elsewhere in the application), and finish on weekdays no later than 6pm. No extension of working hours to take advantage of longer daylight in summer. No work at weekends – it would be unreasonable to disturb local residents at weekends as well as every weekday, and the impact on tourists, walkers and cyclists from lorry traffic would be greater at weekends.

Lorry routes – absolutely no diversion of lorry routes onto other local roads when the A66 is blocked or closed. In particular the route on Slip Inn Lane through Gayles leading to the A66 at Smallways must not be used as it is totally unsuitable for such traffic.

Transport frequency - no increase in the number of lorry journeys per day over that stated in the application.

Noise and dust – that the mitigation measures stated in the application are adhered to and monitored periodically by the Council. That the crusher is only operated one day per week as stated in the application.

Site restoration – that the quarrying is conducted for no longer than the 15 years stated in the application, that it is restored to the status ante as described in the application, and that under no circumstances can the exhausted quarry be sold for use as a landfill site.

Dr Andrew Mountain

Belmont House

West Street

Gayles

DL11 7JA

Near Miss 11.5.22. Hill House Chris Taylor

There has nearly been a collision between a JCB and a bus outside my house at 4pm today. The JCB driver coming up the hill had to slam on and drive on to the grass verge cutting across my drive. The JCB has dented and moved the bollard which is in situ on the grass verge. This is more evidence that the road is not wide enough! Both drivers just took off before I had chance to speak with the JCB driver.

It was a blue bus which was going way too fast from Richmond, not an army one. Not sure how the JCB missed the wall.

photos showing skid marks going onto my drive and up to the bollard which the JCB eventually knocked. He had to reverse back out of my drive.



to reverse back out of my drive.

11.References:

Stainton Quarry reopening letter

Transport Statement Dec 2021 by Milestone Transport Planning,

GAYLES CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN (Adopted as supplementary guidance 23 February 2010),

<https://www2.bgs.ac.uk/mineralsuk/download/england/northYorkshireMap.pdf>

<https://edemocracy.northyorks.gov.uk/documents/s5664/Items%20dealt%20with%20under%20the%20scheme%20of%20delegation.pdf>

Minerals and Waste Joint Plan 2015 – 2030 Adopted February 2022)

Sturdy Spring burnt mound, Feldom Range, Richmond, North Yorkshire archaeological excavation

on behalf of Landmarc Support Services Ltd For Defence Estates Report 1569 February 2007

18th century copper mill 80m northwest of Copper Mill Bridge - Scheduled Monument

List Entry Number:1020321. Date first listed:20-Jul-2001 **Location**

Parish: Whashton National Grid Reference: NZ 14357 05514

Gill, M.C. Yorkshire Smelting Mills Part 1, Northern Mine Research Society Memoirs 1992, British Mining No 45, pp 111-150

EIA (Environmental Impact Assessment) -> <https://www.gov.uk/guidance/environmental-impact-assessment>
- impact of quarry dust on vegetation. -> <http://www.apis.ac.uk/node/1145>

<https://www.northyorks.gov.uk/beyond-carbon>

<https://sustainablebuild.co.uk/the-impact-of-quarrying/>

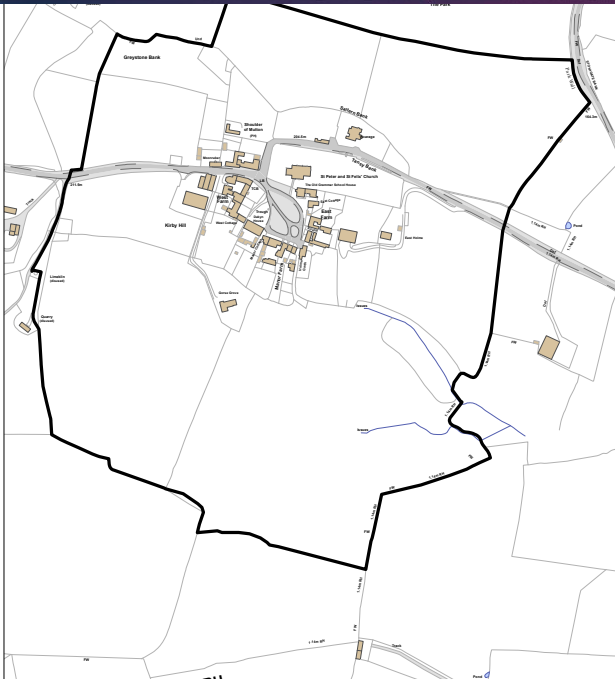
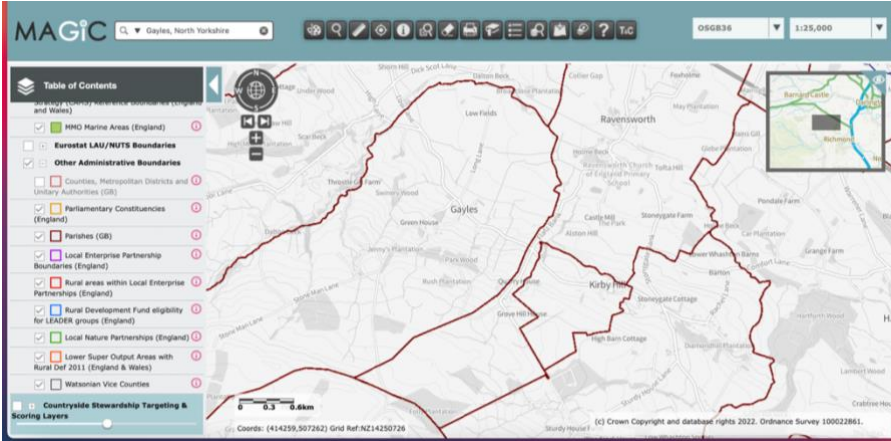
<https://www.soilsolutions.com/quarries-solution-or-dust-problem/>

Reference <https://www.bto.org/sites/default/files/publications/bocc-5-a5-4pp-single-pages.pdf>

Parish Boundary maps;

First from RDC

Second DEFRA Magic – note that Mr Proudlock is in Kirby Hill Parish but Ravensworth Parish has some of the road U1095

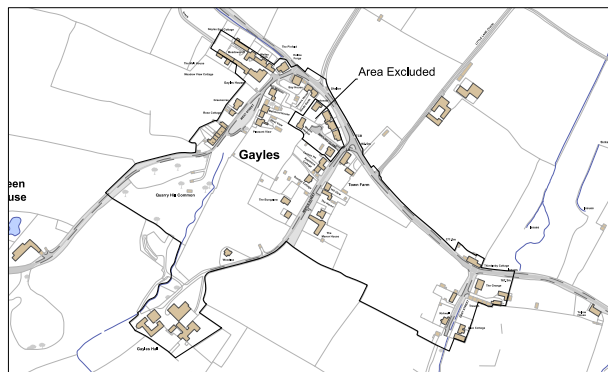
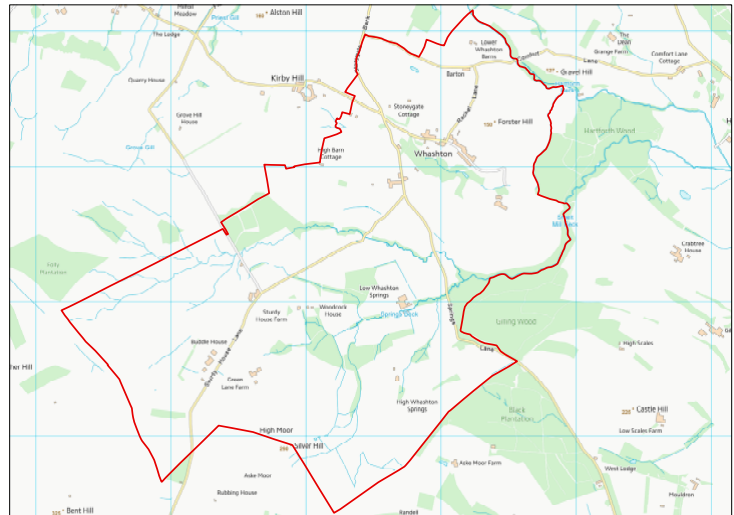


Kirby Hill
Conservation Area



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13,680



Gayles Conservation Area
29/05/2012



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Appendix 6