

Nicola Gunn

From: [REDACTED]
Sent: 20 September 2021 22:04
To: Planning
Cc: [REDACTED]
Subject: Haweswater Aqueduct Resilience Programme

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

FAO John Macholc, Planning Department, RVBC

Hello John,

I'm writing to you to express my views regarding the Haweswater Aqueduct Resilience Programme planning applications 3/2021/0660 (Route 1) and 3/2021/0661 (Route 2).

Route 1 – 3/2021/0660

I'm strongly opposing the planning application 3/2021/0660 (Route 1) which will see United Utilities send heavy goods traffic through the picturesque village of Chatburn. The reasons I'm opposing are detailed below:

Firstly, sending numerous heavy good vehicles through the village will have a serious effect on the local environment. Living in a conservation area, the residents take great care to look after the historic village. An increase in up to 13 heavy goods vehicles per hour will have a detrimental effect on both the air pollution and the noise pollution along Route 1. This will not only affect residents in the area but also local wildlife.

Furthermore, the increase in heavy goods vehicles along Ribble Lane would have a disastrous effect on the already struggling traffic flow on Ribble Lane. [REDACTED]

[REDACTED] I regularly travel along Ribble Lane during the school rush hour. It is already a daily occurrence for me to be stuck behind a tractor or a bus attempting to pass another large vehicle, especially along the section of road parallel to the River Ribble.

In addition to this, Chatburn Primary, Chatburn pre-school and the baby unit will feel the effects of the increased traffic. Chatburn is a wonderful village but with increased traffic, this planning permission would introduce undue road safety risks for the village's young children.

It has been expressed by the parish council that traffic measures in the form of double yellow lines on Ribble Lane are being considered to support Route 1 (3/2021/0660). Placing parking measures on Ribble Lane would force both residence and visitors to Chatburn to park on the already crowded surrounding roads (Old Road, Victoria Court, Bridge Road, etc). Reduced parking on the area around Bridge Road would have a negative effect on Chatburn's prospering local businesses' foot fall. Over the period of 6-11 years quoted, I'm concerned that some of our businesses would be forced to close.

[REDACTED] there is currently a depression in the road which causes a very loud bang whenever a large vehicle passes over it. An increase in large vehicles along Ribble Lane would amplify this effect and/or increase the maintenance required along this key road through Chatburn. I am also concerned that we would reach levels beyond the noise pollution threshold.

The prospect of having up to 13 heavy goods vehicles per hour passing our house [REDACTED] [REDACTED] years is a depressing one. I believe that this poses a mental health risk to the community especially to our vulnerable and elderly residents.

Route 2 – 3/2021/0661

In contrast to my concerns of Route 1, Route 2 (3/2021/0661) is a far more sensible route for Chatburn, our surrounding villages and potentially for United Utilities.

Route 2 takes the heavy goods vehicles from the A59 directly along Pimlico Road. Pimlico Road has been purposely built for use by heavy goods vehicles, making this route choice potentially quicker and is less of a threat to causing heavy traffic build up due to large vehicles passing each other. In my opinion, this is the obvious choice for a project of such scale.

Kind Regards,

[REDACTED]

Nicola Gunn

From: [REDACTED]
Sent: 20 September 2021 22:07
To: Planning
Subject: Re: Haweswater Aqueduct Resilience

Same address

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do not recognize the sender and are sure the content within this email is safe.

Hi

I'm in full agreement [REDACTED] fully support the response below.

Kind regards

[REDACTED]
On Mon, 20 Sep 2021, 22:04 [REDACTED] wrote:

FAO John Macholc, Planning Department, RVBC

Hello John,

I'm writing to you to express my views regarding the Haweswater Aqueduct Resilience Programme planning applications 3/2021/0660 (Route 1) and 3/2021/0661 (Route 2).

Route 1 – 3/2021/0660

I'm strongly opposing the planning application 3/2021/0660 (Route 1) which will see United Utilities send heavy goods traffic through the picturesque village of Chatburn. The reasons I'm opposing are detailed below:

Firstly, sending numerous heavy good vehicles through the village will have a serious effect on the local environment. Living in a conservation area, the residents take great care to look after the historic village. An increase in up to 13 heavy goods vehicles per hour will have a detrimental effect on both the air pollution and the noise pollution along Route 1. This will not only affect residents in the area but also local wildlife.

Furthermore, the increase in heavy goods vehicles along Ribble Lane would have a disastrous effect on the already struggling traffic flow on Ribble Lane. [REDACTED]

[REDACTED] I regularly travel along Ribble Lane during the school rush hour. It is already a daily occurrence for me to be stuck behind a tractor or a bus attempting to pass another large vehicle, especially along the section of road parallel to the River Ribble.

In addition to this, Chatburn Primary, Chatburn pre-school and the baby unit will feel the effects of the increased traffic. Chatburn is a wonderful village but with increased traffic, this planning permission would introduce undue road safety risks for the village's young children.

It has been expressed by the parish council that traffic measures in the form of double yellow lines on Ribble Lane are being considered to support Route 1 (3/2021/0660). Placing parking measures on Ribble Lane would force both residence and visitors to Chatburn to park on the already crowded surrounding roads (Old Road, Victoria Court, Bridge Road, etc). Reduced parking on the area around Bridge Road would have a negative effect on Chatburn's prospering local businesses' foot fall. Over the period of 6-11 years quoted, I'm concerned that some of our businesses would be forced to close.

[REDACTED] there is currently a depression in the road which causes a very loud bang whenever a large vehicle passes over it. An increase in large vehicles along Ribble Lane would amplify this effect and/or increase the maintenance required along this key road through Chatburn. I am also concerned that we would reach levels beyond the noise pollution threshold.

The prospect of having up to 13 heavy goods vehicles per hour [REDACTED] for a MINIMUM of 6 years is a depressing one. I believe that this poses a mental health risk to the community especially to our vulnerable and elderly residents.

Route 2 – 3/2021/0661

In contrast to my concerns of Route 1, Route 2 (3/2021/0661) is a far more sensible route for Chatburn, our surrounding villages and potentially for United Utilities.

Route 2 takes the heavy goods vehicles from the A59 directly along Pimlico Road. Pimlico Road has been purposely built for use by heavy goods vehicles, making this route choice potentially quicker and is less of a threat to causing heavy traffic build up due to large vehicles passing each other. In my opinion, this is the obvious choice for a project of such scale.

Kind Regards,

Nicola Gunn

From: [REDACTED]
Sent: 20 September 2021 20:46
To: Planning
Subject: Objection to Planning Application (Route 1) No. 3/2021/0660

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Hi

I am writing to object to Route 1 No. 3/2021/0660 and support the alternative Route 2 No. 3/2021/0661.

There is already far too much traffic travelling through Chatburn and down Ribble Lane. Any more traffic will cause serious problems with safety for crossing the roads, sound and air pollution, plus damage to our roads. I already worry about [REDACTED] getting knocked over by the heavy flow of traffic on Ribble Lane.

[REDACTED] Parking is already a big problem. Traffic cannot flow freely on each side of the road. Cars constantly need to stop and allow traffic to pass at the top of Ribble Lane. Then there's a build up of traffic mid way down.

The traffic during school start and finish times already causes major issues and delays. If route 1 was used and more heavy goods traffic travelled this way, it would be constant grid lock!

Without question, I oppose ROUTE 1.

Kind regards

[REDACTED]



Nicola Gunn

From: [REDACTED]
Sent: 20 September 2021 20:49
To: Planning
Subject: Support the alternative Route 2 No. 3/2021/0661.

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Hi

I support the alternative Route 2 No. 3/2021/0661 and object to Route 1 No. 3/2021/0660.

Kind regards

[REDACTED]

Nicola Gunn

From: [REDACTED]
Sent: 21 September 2021 09:34
To: Planning
Subject: Petition against construction traffic via Chatburn Village.

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Ribble Valley planning team, I am writing to you to oppose the construction traffic through the village of chatburn in [REDACTED] (planning no. 3/2021/0660 & 3/2021/0661).

I [REDACTED] believe that the heavy goods traffic as proposed by the planning application would seriously impact the lives and safety of the residents on this route.

The top of Ribble lane itself leading to crow trees brow is a serious bottle kneck as it is and with increased large vehicle traffic it will become a serious problem to the general traffic as there is no adequate place for hgv's to pull in to allow vehicles to pass.

Nicola Gunn

From: [REDACTED]
Sent: 21 September 2021 09:29
To: Planning
Subject: Petition against construction traffic via Chatburn Village.

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Ribble Valley planning team, I am writing to you to oppose the construction traffic through the village of chatburn [REDACTED] (planning no. 3/2021/0660 & 3/2021/0661).
I [REDACTED] believe that the heavy goods traffic as proposed by the planning application would seriously impact the lives and safety of the residents on this route.
The top of Ribble lane itself leading to crow trees brow is a serious bottle neck as it is and with increased large vehicle traffic it will become a serious problem to the general traffic as there is no adequate place for hgv's to pull in to allow vehicles to pass.

Same person.

Nicola Gunn

From: [REDACTED]
Sent: 21 September 2021 13:56
To: Planning
Subject: Against large water lorries on ribble lane

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Against large water lorries going on ribble lane Chatburn an accident waiting to happen very busy school route Planning applications

No*3/2021/0660

No*3/2021/0661

[REDACTED]




Planning Application 3/2021/0660

1 Newton-in-Bowland Compound Feedback

“EIA Vol 2 Chapter 14 Communities and Health – sections 53 & 81” state that no residential properties will receive more than minor disturbance. I would like to argue that those residential properties closest to the compound will receive much more than “minor” disturbance due to the 24 hour operation of the drilling equipment, the 50x increase in the amount of traffic, the huge increase in noise levels due to the generators, the 24 hour lighting in our dark sky area among many other aspects lasting 10-15 years. I am not sure how an assessment can be made that concludes that there this amounts to no more than a “minor disturbance”.

This blasé attitude towards the local community is again reiterated in *“EIA Vol 2 Chapter 6 Landscape and Arboriculture”* which states *“The Proposed Bowland Section is located within this rural AONB, with little or no influences that would detract from the high levels of tranquillity.”* An infrastructure project of this scale is bound to affect the tranquillity levels of a rural community significantly and this disregard shown by United Utilities is typical of this entire application. Little effort has been made to work alongside the community to minimise the impact to those it will affect most.

1.1 Blasting and Vibration

One of the largest concerns I have with this planning application is the impact of blasting and vibration on the  and more importantly on the horses housed at the stables located less than 150m from the northern compound. We have been told that the blasting will cause severe noise and vibrations, especially during excavation of the tunnel portal. Horses are extremely sensitive and can be dangerous animals to work with, especially when subjected to unexpected bangs, noise or vibrations. The blasting has the potential to spook the horses while people are with them in their stables, posing a significant risk.

It is stated in the planning documents that prior warning will need to be given to nearby residents before any blasting takes place. However, even one missed warning could have catastrophic consequences and I feel that this needs to be considered more than it has been. United Utilities have a legal responsibility for the safety and welfare of both the nearby residents and animals.

Moreover, initial vibration monitoring was undertaken at the stables as the test drilling was causing significant vibration that was distressing the horses. However, I have been told that no ongoing monitoring will be undertaken during the works. The vibration monitoring is also not mentioned in

“EIA Vol 2 Chapter 18 Noise and Vibration” at all. How will it be established whether vibration levels have reached an unreasonable or dangerous level without ongoing monitoring?

1.2 Private Water Supply

The private water supply that [REDACTED] is not mentioned or shown in “EIA Vol 3 Fig 7 6 Private Water Supplies”. I have spoken to United Utilities regarding this and have been told that our water supply was assessed in February which was too late to include it in the planning. I have seen this document is now complete and would like to request that it is added and referenced in the relevant planning documentation. Our water supply is **PWS3-13A**.

Document “EIA Vol 1 Summary” states that “Where Contractor assessment identifies that a private water supply is at significant risk of impact then an enhanced monitoring regime would be agreed with the landowner to ensure that any issues are identified and actioned as soon as possible. Should any unforeseen active private water supply pipe networks or other associated infrastructure be disrupted by the proposed work, these would be repaired or replaced, and an alternative source of water would be provided until the impacted private water supply is brought back into operation.” This monitoring regime would need to be agreed upon prior to any work commencing as any disruption to the water supply would be significant. Moreover, this water supply is used to provide water for the stables and providing adequate replacement water for 8 stables needs to be included in any mitigation plans.

1.3 Water Courses and Ponds

I have raised previous concerns to United Utilities about how the works will affect the watercourses and ponds [REDACTED] provided the following diagram over a year ago showing the direction of stream flow and location [REDACTED]



Figure 1 - Direction of Flow

Our 2 large wildlife ponds are referenced as T.03.P88 and T.03.P89 and small wildlife pond T.03.P89a in “EIA Vol 3 Fig 9a Pond Locations”. The Heaning Brook runs from the edge of the compound outline area in a south-westerly direction as shown in the image above.

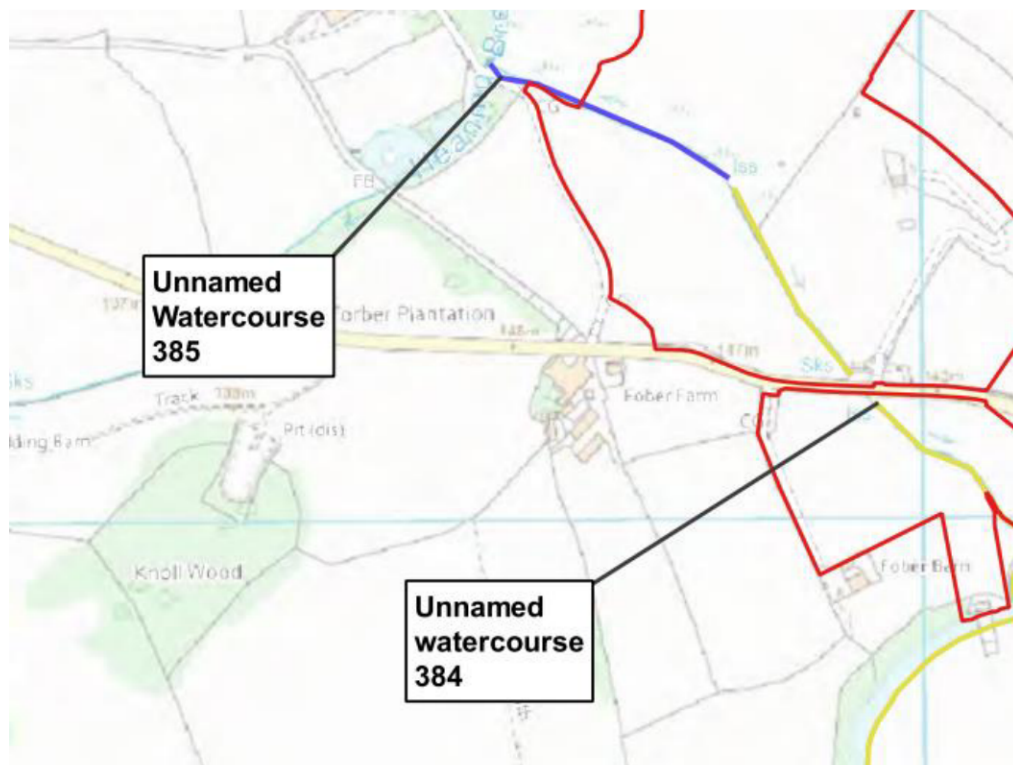


Figure 2 - Showing Assessed Watercourses

Worryingly, all the assessments and surveys undertaken in the planning application have been done on Unnamed Watercourse 384 and Unnamed Watercourse 385 and seem to assume that the water flows away from Heaning brook in a South Easterly direction (Unnamed Watercourse 385 -> Unnamed Watercourse 384 -> River Hodder). However, this is not the case. The water in Unnamed Watercourse 385 flows West, in to Heaning Brook and joins the River Hodder much further West (As shown in EIA Vol 3 Fig 7 2 Geomorphology Baseline). Consequently, this is the route that all contamination will follow as all surface runoff from the works will enter Unnamed Watercourse 385.

This is a concerning matter and the correct surveys and assessments need to be undertaken before planning can be granted.

Furthermore, the wildlife ponds have a constant flow and are constantly filled from the Heaning Brook. Any silt/contamination from the works will find it's way downstream and into these ponds. I request that the correct surveys are completed to establish the impact that this will have on wildlife and the ponds, and mitigation plans be drawn up and submitted to the planning process.

Heaning Brook is filled from the same springs that provide the private water supplies close to the tunnel portal. Any disruption to these water supplies may cause the Heaning Brook to dry up, consequently causing the wildlife ponds to empty. There is no evidence that this has been considered in this planning application.

1.3.1 Ground Water

"EIA Vol 4 Appendix 7 2 GWDTE Assessment" states there is potential for groundwater flooding to occur in my wooded area and around the ponds. It also states that the water table will likely increase significantly. These areas already have a high water table and any increase would cause severe flooding. These issues have not been discussed with myself despite it affecting my land and I would like further clarity.

1.4 Noise and Generators

I would like to request that it should be made a condition of planning that the compounds be connected to a mains electricity supply rather than using multiple generators.

This would:

- Greatly reduce the air pollution concerns addressed in *"EIA Vol 2 Chapter 17 Air Quality"*
- Reduce dangers of diesel storage addressed in *"EIA Vol 2 Chapter 15 Major Accidents"*
- Vastly reduce noise pollution addressed in *"EIA Vol 2 Chapter 18 Noise and Vibration"*

From what I understand, United Utilities are in contact with Electricity North-West in regards to this. However, the only reason that this would not be done is a financial one between these two companies. There is no other reason not to connect to the mains power and remove the need for dirty, noisy generators especially in an AONB and in times when we are trying to eliminate the use of diesel.

1.5 Visual

"Compound Elevations 2" show the compounds that are to be situated to the south of Dunsop Road. There does not seem to be any evidence of how these buildings are to be screened from view. Although the buildings are deemed as "temporary", they will be in location for 10 years plus. I feel these buildings should have to follow planning guidelines for design and be incorporated in to the landscape better, through the use of natural barriers etc.

1.6 Wildlife, Trees and Hedgerows

1.6.1 Gamble Hole Fens

Having spoke with United Utilities, they are still not sure whether the haul road will bridge over the Gamble Hole Fens or not. I request that this is enforced in any planning decision as irreparable damage should be avoided at this wildlife rich site at any cost. As stated in *"EIA Vol 5 Appendix 1 Offsite Highways Works"* the Fens support a rare array of plants and has the potential to become an SSSI. I think it would be good to see a commitment from United Utilities to not only restore this site after works are complete, but to add value and improve the site with the goal of reaching SSSI status.

1.6.2 Otters and Water Voles

There is an otter holt recorded on the River Hodder immediately downstream of the compound in *"EIA Vol 3 Fig 9b 2 Otter Baseline"* and any runoff pollution will greatly affect this holt. Similarly, otters have been observed [REDACTED] which will again be affected by any pollution. What monitoring is being put in place to protect these locations? The planning documents seem to note the presence of otters but not do much about it.

No surveys or assessments were undertaken on The Hearing Brook or the wildlife ponds in *"EIA Vol 3 Fig 9b 2 Otter Baseline"* or *"EIA Vol 3 Fig 9b 3 Water Vole Baseline"*, or any other aquatic ecology

assessments, despite this being the most likely location of water voles and is directly affected by the runoff from unnamed Watercourse 385. Access to the ponds was offered.

1.6.3 Birds

Kingfishers (Schedule 1 Species) were recorded in “*EIA Vol 3 Fig 9a 10 Breeding Birds*” along with Lapwings and Curlews. The Kingfishers are likely to nest alongside the River Hodder (as confirmed in *EIA Vol 4 Appendix 9a 6 Bird Survey - Table 1*) where the bridge is being built. Although observed on the assessment, nothing seems to have been done to ensure that there will be no disturbance.

1.6.4 Trees

Tree “T88” as shown in document “*EIA Vol 3 Fig 6 6 Tree Risk Plan*” should not be at risk of removal.

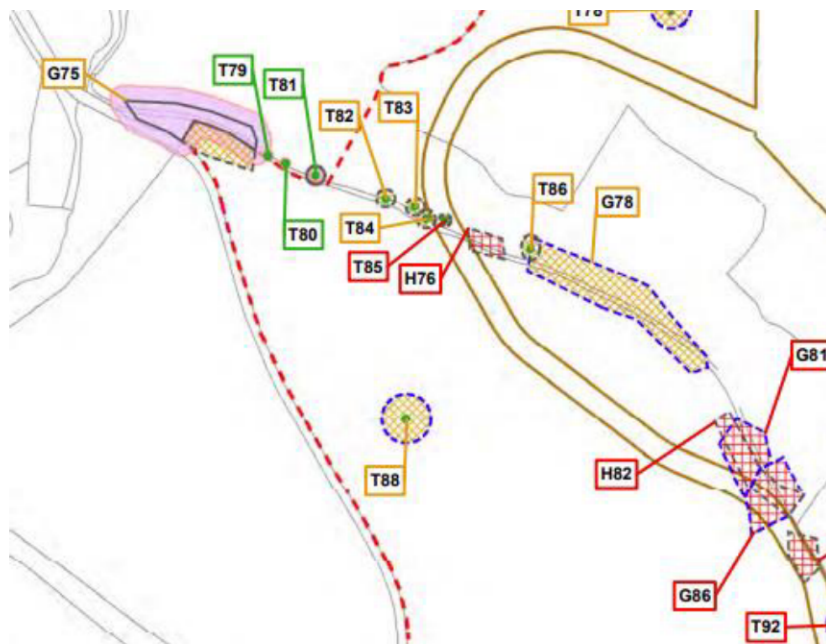


Figure 3 - Showing Tree T88

This is an established, lone tree located in the centre of the field which is entirely avoidable. This tree has potential for a TPO due to its location, isolation and visibility from the nearby footpath.

Why have Dan Clough woods been omitted from all assessments (e.g. *EIA Vol 3 Fig 9*) despite being located only 100m from the proposed works? They are designated as ancient woodland in “*EIA Vol 3 Fig 9a 3 Priority Habitats*” but then disregarded in all assessments.

1.6.5 Bats

Further, no bat surveys were carried out in Dan Clough Woods, The Barn’s Wildlife Ponds or around the stables at The Barn. There are known roosts in these areas, and they are much more suited as bat habitats and lie closer to the compounds than many of the points tested in “*EIA Vol3 Fig 9a 9 Bat Survey Results*”.

1.6.6 Hedgerows

I have indicated to United Utilities that I would be willing to offer areas of my land for biodiversity net gain. For example, hedgerows and trees can be planted to offset those lost due to the works. This would be much more beneficial to the local area than offsetting the net loss on United Utilities

owned land in other areas of the country as I've been told is the current plan. I'm sure other local land owners would be of a similar mindset and feel it should be insisted upon that any net gain should be done locally.

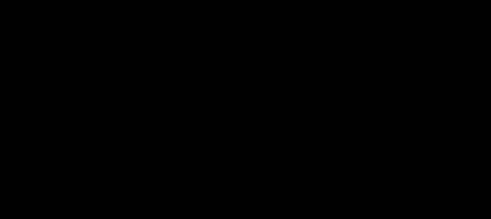
1.7 Other Areas of Concern

Multiple documents (e.g. *EIA Vol 1 Summary – section 5.3*, *EIA Vol 4 Appendix 20.1: Schedule of Mitigation*, *EIA Vol 4 Appendix 7 2 GWDTE Assessment*) call the land to the west of Gamble Hole Fens “The Coach House”. [REDACTED]

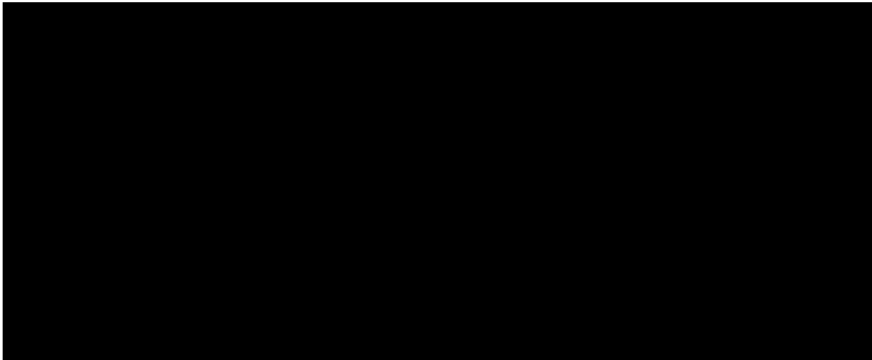
[REDACTED]

Nicola Gunn

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 21 September 2021 15:17
To: Web Development; Planning
Subject: Planning Application Comments - 3/2021/0660 & 3/2021/0661



Is your address in Ribble Valley?: Yes



Locality:

County: Lancashire

uprn: 100010584969

usrn: 31800893

ward: E05005296

Planning Application Reference Number: 3/2021/0660 & 3/2021/0661

Address of Development: Ribble Valley

Your Comments: I strongly object against Route 1. Chatburn suffers enough with traffic problems. Parking is extremely limited for residents, with many motorists (including myself) having to park upon footpaths in order to allow refuse wagons and the like access. As a result, residents are frustrated and already resorting to anti social behaviour. Vehicles have been targeted and deliberately vandalised in frustration. Ribble Valley Police will confirm this. The streets and roadsides are clogged and congested as it is. Children walking to and from school [REDACTED] are at times forced to walk in the road as there either isn't a suitable footpath at the roadside, or it's inaccessible due to the congestion of parked vehicles. The village of Chatburn cannot cope with this proposed additional traffic. It is in my strong opinion that the granting of Route 1 by RVBC planning authority will jeopardise the safety of local children, frustrate residents and risk enhancing anti social behaviour.

Sharon Craig

From: [REDACTED]
Sent: 21 September 2021 16:52
To: Planning
Cc: [REDACTED]
Subject: Haweswater Aqueduct Resilience Programme
Importance: High

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

FAO: Mr John Macholc

Dear Sir

Planning Application – Route 1 – 3/2021/0660

I write to register my objection to the above planning application in which United Utilities proposes sending heavy goods traffic through Chatburn to Newton in Bowland during the course of works to the Haweswater Aqueduct Resilience Programme.

The proposed route would take a large number of heavy goods vehicles through residential areas using roads that were not designed for this volume of traffic and which are already extremely busy and used by both domestic and commercial traffic including school buses. The route down Ribble Lane in Chatburn is particularly congested and the footpath is very narrow in parts which would pose a serious risk to young children walking to and from school. I do not know how it would even be possible to facilitate two-way traffic along this route with the number of additional vehicles proposed for this project. Further along the route, the heavy goods vehicles would then have to cross the bridge over the river Ribble at Grindleton before negotiating a sharp left-hand bend at the bottom of Grindleton Brow. The route through West Bradford to Waddington then includes a very narrow section with a sharp left-hand bend at the top of Scar Brow where HGV's would need to use the 'wrong side' of the road in order to get round before then passing directly in front of Waddington & West Bradford Primary School. All in all the proposed route will pose a totally unacceptable risk to the health and safety of residents, school children and traffic along the route. I believe that the alternative route proposed – Route 2 – planning application no: 3/2021/0661 via Pimlico Road with a new bridge and temporary access road across fields joining the Waddington to West Bradford road to the West of the primary school would be far safer. This route would exit the A59 along a road that was specifically constructed for use by HGVs and through an industrialised area – it would completely avoid Chatburn, Grindleton, West Bradford and the primary school at Waddington. I accept that there would be an environmental impact caused by constructing this route but believe this would be far less than that caused by the proposed Route 1 where pollution from traffic exhausts, noise, travel disruption and pedestrian safety would pose an unacceptable risk to all those living along and using any part of that route.

I hope this email will be taken into consideration when the planning applications are examined by the planning committee.

Yours faithfully

[REDACTED]

Sharon Craig

From: [REDACTED]
Sent: 21 September 2021 17:04
To: Planning
Subject: Planning application Nos. 3/2021/0660& 3/2021/0661.

 External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear sir, We wish to object to the proposed route through Chatburn village on the following grounds, 1, Traffic, the village is already gridlocked in the centre, corner of Ribble Lane and main road through the village, there are, school coaches, public buses, farmers tractors, and general transport going down Ribble Lane throughout the day to get to Grindleton, Bowland High School, etc., never any room for parking. 2, Car Parking, The complete length of Ribble Lane and the main road through village as well as Downham Rd is always full, there are no spaces. 3, Safety of pedestrians on Ribble Lane, All primary school children have to walk up Ribble Lane and as pavements are only approximately 3 feet wide on both sides at the top of the Lane, it will make it extremely dangerous, bottom half not much better, parts of the road have no pavement which a large number have walkers, dog walkers n ramblers use to get to public access, across paths n fields. 4, Air quality, A full assessment needs to be undertaken due to the complete overload of H G V vehicles added to the already congested village roads. 5, There will be huge loss to local businesses, garden centres, post office, hair dressers, butchers, take away, n public houses, there is no way this application should be considered. Thankyou. [REDACTED]

[REDACTED]

Sharon Craig

From: [REDACTED]
Sent: 22 September 2021 14:54
To: Planning
Subject: Planning Applications 3/2021/0660 & 3/2021/0661

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Mr Macholc

As a resident of [REDACTED] from reading the proposed HARP plan of application 3/2021/0660 I was left in absolute disbelief.

I completely object to this application on the grounds of traffic, pollution, environmental issues and mental health and well-being.

Ribble Lane, which is the main thoroughfare from Chatburn through to the surrounding villages of Grindleton, West Bradford and Waddington is already heavily used with local traffic, delivery vans and school buses; and is already of concern with Chatburn residents. To have HGVs travelling in addition to the current traffic would be horrific.

The many HGVs as suggested would not only bring noise pollution to the area but also vibration, exhaust emissions and dust pollution. The quality of life (Chatburn has many elderly residents) would certainly decline, not to mention mental health issues and safety aspects for all residents.

Chatburn is surrounded by beautiful countryside filled with lots of wildlife particularly near the bridge at Grindleton and along the riverbank, being home to herons, otters, kingfishers, swallows, to name a few; and I am very concerned about the environment impact this will have.

I understand that such projects need to be undertaken, but to direct HGVs through Chatburn would be totally unnecessary when application 0661 would be much easier to apply.

I strongly object to application 3/2021/0660 and as such would support application 3/2021/0661.

Regards

[REDACTED]

Sharon Craig

From: [REDACTED]
Sent: 22 September 2021 18:48
To: Planning
Subject: Haweswater Aqueduct Resilience Programme (HARP) No. 3/2021/0660 & 3/2021/0661

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sir/Madam,

I am writing with reference to the Haweswater Aqueduct plan regarding the proposed planning applications and I have to say that

Route 1, No. 3/2021/0660 is quite simply unacceptable. 10 wagons an hour, 5 days a week coming back and forth all day (and even on a Saturday!) clearly, when United Utilities picked this route it was done via google earth or something similar and no one has actually visited Chatburn and driven the route (and on a busy day in a heavy goods vehicle I might add!) or else they would have seen that it simply will not work!

The route United Utilities has picked is already a busy route and the majority of the Chatburn part is single lane due to residential parking and the narrowness of the road. It is also heavily residential and I wonder have they thought of the mental health of the residents for whom heavy goods vehicles are going to be passing their windows every 5 minutes all day everyday? clearly not, and this is going to happen for a minimum of 6 years!!!! This will cause serious disruption to the village on a daily basis affecting the many businesses in the village, the bus route for the high school which puts the children at risk, the effects of the goods vehicle passing close to the houses on Ribble Lane will cause damage due to the vibrations, the constant dust and dirt, the constant noise, the constant emissions, all of which are detrimental to both the environment and the mental health of the residents. The current road surface will end up in a very bad state of repair with such heavy use and I would foresee continuous repairs being needed which again will affect both the residents but also United Utilities. Who will pay for damage arising to properties if this goes ahead? Who can the residents claim compensation from for the inconvenience of this long term disruption if it goes ahead? This list goes on and on and I am quite sure that you will have many emails such as mine relaying many more issues that need to be seriously considered.

I am aware that our Parish Council have been in contact with United Utilities and proposed an alternative route No. 3/2021/0661 which will avoid Chatburn, West Bradford and parts of Waddington and this is the route which I trust as our council and with our best interests at heart that you will accept as the proposed route for the work to be done. This is a far better route for both the villages and United Utilities and as I am sure you are aware will make use of the existing Pimlico Link road which I believe was built for use such as this.

Thank you for taking the time to read my email and I trust that you and the relevant people will see that Route 2 is the best option all round.

The fates of the residents of Chatburn, West Bradford and Waddington are in your hands, please make sure you do the right thing and accept route 2.

Yours Faithfully,



JOHN MACHOLEC,
PLANNING DEPT.,
RVBC,
CHURCH WALK,
CLITHEROE,
BB7 2RA.

22 SEPT. 2021.

HAWES WATER RESILIENCE PROGRAMME.

RE:- PLANNING APPLICATIONS 3/2021/0660 + 3/2021/0661

Dear Sir,

I have just become aware of the above proposals, and hoping I am not too late.

In my considered opinion Option 2 is preferable, avoiding heavy traffic through Chatburn, East View, West Bradford and avoiding Waddington/West Bradford school,

Health and welfare of said villages, school, citizens and children being subjected to noise and exhaust gases from the proposed large number of H.V.s over six years (or more) should be taken into account.

Local businesses would be badly affected by the proposed route 1. and the heart of the villages blighted by said traffic, particularly Chatburn which is beginning to thrive again after Covid, and is well served by local businesses and amenities.

Moreover option 2. would avoid any alterations to Ribble lane etc, and the river bridge approach and exit, and backtracking of H.V.s from Cement Works parking to Chatburn road. To be taken into account is fuel savings of the shorter route.

Road work costs saved could be offset against cost of the OPT. 2 field crossing, from existing river bridge below the Cement Works.

There would also be less impact on the route from Clitheroe via Chatburn to the A59.

On a minor note Chatburn not annotated.

village centre PLANNING	
23 SEP 2021	
FOR THE ATTENTION OF	

Sharon Craig

From: [REDACTED]
Sent: 23 September 2021 19:12
To: Planning
Subject: Planning App : 3/2021/0660 and 3/2021/0661

 **External Email**

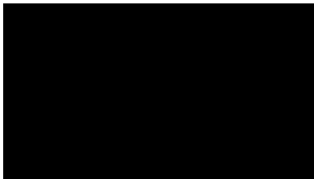
This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Hi,

I'm emailing to raise my concerns about the The route one proposed by UU. I feel the excess traffic would cause serious issues in such a small village :

1. Parking for residents especially on Ribble Lane Chatburn
2. The possibility of increase in Road Traffic accidents on such narrow lanes , with small children leaving school.

Regards



Sharon Craig

From: [REDACTED]
Sent: 23 September 2021 21:24
To: Planning
Subject: Planning application 3/2021/0660 & 3/2021/0661

 External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Mr Macholc ,

I wish to strongly object to the proposal that sends lorry's down [REDACTED]
[REDACTED]

[REDACTED] came to live in chatburn for a lovely, peaceful, life and the thought of 6 years of hell is very upsetting and distressing.

[REDACTED]

1



2021 A 122 Rd September 2021
 DE 24 SEP 2021

FOR THE ATTENTION OF
 Hauswatt Aqueduct Resilience Program

Route 1 - N°3/2021/0660

Route 2 N°3/2021/0661



I object
 most strongly to the planning application
 N°3/2021/0660 the route that is
 proposed to go through Chatterburn, Grindleton
 and West Bradford.

If this goes ahead it will be extremely
 detrimental and dangerous for the
 residents and shops of our villages
 but not just ours all the villages
 that it concerns, and not forgetting
 all the children that are walking up
 Ribblesdale from the very bottom
 and out from the Avenues.

②

The roads and Avenues already struggle with the cars trying to get onto Ribble lane, the lane is already very busy. and struggles to cope with the number of cars Lorries, tractors, School Buses + Service Buses Bikes + Motor bikes and in the Season the very large hay trailers all struggling to get down the lane they even mount the foot Paths.

Dangerous extremely and you are all expecting a Small Village to have to put up with the proposed route Oh! and not forgetting the fumes Noise vibration, and there is vibration in the houses down Ribble lane, I've lived there so I know. Then adding ~~the~~ⁱⁿ the huge amount of extra HARP works traffic nearly all of which will be HGV's what are you thinking about (not the people of

③

Chattown)

Dangerous Dangerous Dangerous

This is to go on for quite a number of years - There is no consideration at all for the Residents of Chattown and other Villages none at all. We have enough Congestion of Traffic-fumes-noise-dust - without having all this extra volume of the same

Its going to drive people away from our lovely Village and our Shops will suffer also. You say that this program will be going on for at least 6 years plus. It will be absolutely devastating for all the residents of our Village also very dangerous for the Children

Route 2:

the latest proposal N° 3/2021/0661

(4)

is the more sensible option
which I agree to

This option will avoid the problems for Ribble Lane Chatterburn and it will avoid West Bradford and the bottom of Brindleton having to cope with all the huge extra volume of traffic. It will also avoid having to make major alterations to the existing roads, such as passing Places - etc

The temporary route over the river would take the HGVs over directly to the quarry link road and onto the A59 (Clitheroe Bypass), a route that is built especially for HGVs.

I would also hope that the HGVs traffic intended to be using Waddington Road and into Clitheroe would instead use the temporary route, and so avoiding

⑤

the H.B.V's having to travel through Clitheroe via Waddington Rd. with the low bridge and via Chatterburn Road, a route that is already congested.

Your Sincerely



September 22nd, 2021.

PLANNING

24 SEP 2021

FOR THE ATTENTION OF

Dear Sir



we strongly object to the United Utilities proposal to come through the village for the next six years as part of the new section of the Haverswater Aqueduct, improvements.

It would be horrendous for the residents of Ribbles lane, which is already subject to a lot of traffic, including school buses going to and from Bowland High School. There is also plenty of tractors accessing farm land. Added to which, there is the post office and shops at the top, which can cause congestion.

Sometimes it is very difficult to get out of Ribbles lane onto Bow Trees Brow, because of vehicles parked near the junction.

With residents cars parked on Ribble lane,
there is only room for one vehicle to go up
or down.

A good part of the rest of the proposed
route is just not suitable for heavy goods vehicles.

The other proposed route through Pimlico
is without doubt the best option.

Thank-you for taking the time to read
this letter.

PLANNING

24 SEP 2021

FOR THE
ATTENTION OF

Dear Sir,

I am writing regarding the
planning applications 3/2021/0660
and 3/2021/0661

[REDACTED], I am agast at the
thought of more heavy goods traffic
coming down Ribble here, even
more than we have at the moment,
we live [REDACTED], and
trying to drive onto it is not
good at the moment, because of the
volume of traffic, so if there is any
extra traffic, it will make it extremely
difficult.

Yours sincerely,

[REDACTED]

HARP

[REDACTED] 22/10/21

Do not need all this
disruption in our village.
Will shut shops, P.O office,
Library, Public Houses, there
will also be no
parking for local people.
It will kill the village
we do not need it.

[REDACTED]

PLANNING	
24 SEP 2021	
FOR THE	
ATTENTION OF	

21/0660

Sharon Craig

From: [REDACTED]
Sent: 24 September 2021 12:41
To: Planning
Subject: route2 no/3/2021/0661

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

to, john macholc with the regards to the above [route.as](#) a concerned clitheroe resident with friends and family in chatburn i think this proposal is the most logical .with most of the hgv going onto the quarry link road the congestion, pollution & noise will be centred on the roads they use. with regards [REDACTED]

Nicola Gunn

From: [REDACTED]
Sent: 26 September 2021 12:20
To: Planning
Subject: 3/2021/0660 3/2021/0661

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

To whoever it may concern,

I am writing to object to the plans for heavy goods vehicles to travel through chatburn in order to complete the Haweswater Aqueduct Resilience Programme. We as a family feel it would be a much better route than going through an overcrowded village with limited parking and room for cars.

Planning application proposal 3/2021/0660 & 3/2021/0661

PLEASE CONFIRM YOU HAVE RECEIVED MY OBJECTION.

Kind regards,

[REDACTED]

Nicola Gunn

From: [REDACTED]
Sent: 25 September 2021 10:12
To: Planning
Cc: [REDACTED]
Subject: Planning application 3/2021/0660 & 3/2021/0661

 External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sir

I am writing to object to the above planning application..... [REDACTED]

[REDACTED] to be away from car exhaust fumes etc.....

I now see the planning application that will see an increase volume of lorries,wagons etc over the next SIX years [REDACTED].....this is not what we moved to the countryside for and

STRONGLY OBJECT to this application [REDACTED]

[REDACTED]..
Hoping you can add my concerns to the many others I know you will have had... [REDACTED]

Nicola Gunn

From: [REDACTED]
Sent: 27 September 2021 11:56
To: Planning
Subject: United Utilities Planning Application.

 **External Email**

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sir / Madam;

I would like to add my concern to others you may have received for the proposed route (Route 1) from United Utilities for their upcoming work regarding the Haweswater Aquaduct Resilience Programme and the affect it will have in the community.

I [REDACTED] see daily at first hand how this road already has more traffic than would have originally been anticipated. This traffic includes regular use by busses ,coaches , and agricultural vehicles. I understand completely that the proposed work needs to be completed, and that there is a necessity to get these large vehicles to the site , but I do not understand why they have put forward the path suggested, through villages and communities which will be adversely effected for a number of years , when there is another route available albeit with the need for some investment for a purpose built bridge.

I am aware that there is a proposal for no parking on Ribble Lane to assist with the flow of traffic. I am fortunate to have off road parking but cannot see where the vehicles owned by residents not so fortunate will be parked. I can only presume the intention is for the few side roads there are to be used, thereby becoming congested and creating potential hazards for pedestrians and drivers alike. Or will residents now be expected to park prior to Ribble Lane ie Crow Trees Brow / Sawley Road thereby making this more congested and more difficult to navigate ? Especially as there will now be a huge number of HGV's to add to this already busy throughfare. The junction at that location outside the shops is already too small for the traffic currently using it and often has a build up at busier times. This will become even more of a bottleneck than it already is should this proposed route be allowed.

Once on Ribble Lane , the numerous HGV's using the route (I have seen it quoted that this will be roughly every 6 minutes 12 hours a day six days a week - really ?) will encounter normal vehicular traffic but also regularly come face to face with the busses ,coaches and large agricultural vehicles. There are numerous places along that route where it is simply too narrow for vehicles of this size to pass. I have seen at first hand the 'dance ' the larger vehicles have to do to stop potential blockages. This sometimes involves stopping well short of meeting these other vehicles to allow passage. And this is in areas where there are no parked cars, such as near to Darkwood Crescent. It is likely that the increase of traffic from large vehicles will lead to daily blockages when this occurs. Which will have a knock on affect further up Ribble Lane and possibly beyond.

Has any risk assessment been completed regarding this route ? I would be interested to see the results and how the risk to the many children using Ribble Lane to get on and off their school bus on a daily basis has been negated. I would also be interested if there has been any research regarding how the air quality levels will be effected with the huge increase in proposed traffic.

We have a regular influx of walkers but this will decrease due to this proposal so that money will go from the local economy, as will the money from those who come for the produce of the few excellent local shops we have. They will not fight through increased traffic only to find they can no longer park anywhere near the shops. They will simply go elsewhere.

It is my honest belief that allowing this route will have an adverse affect on the quality of life for the residents of the small communities involved along with the local businesses. Air quality, increased traffic , increased risk to road users , pedestrians and school children , loss of local economy. These are just a few of the areas that this proposal will affect. When there is an alternative with a little investment and forward thinking.

I do not believe route 1 is proportionate or necessary in this venture. The negatives outweigh the positives. Should investment be made in a new bridge, this can all be avoided and would provide overdue access over the river for larger transport for generations to come. Access from the A59 will be easier for these vehicles, and easier for the drivers who can use the Pimlico Link Road , a road intended for the size of vehicle using it. I believe the proposal for that alternative route is the one which should be accepted, for the reasons outlined above.

Thank you for your patience re this lengthy email but as I am sure you understand, it is a subject that concerns many people and is quite emotive.

Yours Faithfully

