From: Sent: To: Subject:	Contact Centre (CRM) <contact@ribblevalley.gov.uk> 21 September 2021 19:00 Web Development; Planning Planning Application Comments - 3/2021/0660</contact@ribblevalley.gov.uk>
Title: Other	
Please Specify: .	
First Name	
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Planning Application Reference	Number: 3/2021/0660
Address of Development: Newto	on In Bowland
Your Comments: Planning Applic	cation LCC/2021/0015 –



21st September 2021

The points and comments below highlight some of the significant concerns of a number of Newton-in-Bowland residents, the village and community which would be most impacted by the proposed HARP scheme. Comments are based on the information available online from the formal planning application submissions at the time of writing.

Community Concerns

This Application will cause damage to Newton, its residents and the environment of the AONB in which we live. The proposed road haulage, will undoubtedly have significant negative impact on the quality of the community and the AONB for the duration of the work and in some cases permanently. The proposals will significantly impact the lives of all the valley residents, businesses, deliveries, workers, visitors and tourists, they will cause damage to country lanes, dry stone walls, local businesses, flora, fauna and our community events. This application ignores and dismisses these issues as unimportant, but they are of considerable concern to the residents of Newton and we expect these matters to be fully and properly considered as part of any application for development consent.

Whilst the stated objective of this application is for the disposal of arisings from the HARP tunnel project being proposed by United Utilities plc, this application denies being a waste related development. This Application also incorrectly states that "no towns or villages are passed along the length of the B6478 to be utilised". Furthermore, this application relies upon other Planning Applications, which in turn rely on each other in order to describe individual parts of the full impact of the proposed scheme. There is no consideration of the total environmental impact of the proposed HARP scheme and as a consequence, this application fails to adequately address the Traffic and Environmental impacts of the scheme.

The fact that this Planning Application has not given proper consideration to the Environmental impacts associated with the proposed road haulage from the tunnel to the quarry is a great concern to the residents and businesses in Newton area.

For this reason, our comments at this stage cannot be detailed, so we urge Lancashire County Council (Highways, Environment departments, as well as Minerals and Waste Planning) to demand proper consideration of the plans, alternative options put forward, and consultation of the haulage related impacts of this scheme as the potential for severe and lasting damage is immense.

The irreversible impacts of the Road Transportation in an ANOB

Newton residents' concerns about road haulage (via a minor road and a temporary haul road crossing the river Hodder) are justifiable and whilst not exclusive include the following:

> Damage to Roads, culverts, walls and bridges – the structural inadequacy of the roads proposed for the HGV haulage route is evident and both delays and damage (both to the roads themselves and the vehicles of other users) is inevitable from the proposed haulage route

> Travel Delays and disruption – the impact caused by the crossing of the road to Dunsop Bridge coupled with haulage along the existing B6478 road is not considered, but will clearly have significant impact on residents, visitors and businesses.

> Road safety - cyclists, walkers and equestrians are of particular concern, and the structural and alignment inadequacy of the B6478 will also increase the risk of collisions with other vehicles

➤ Flood Risk – the proposed haulage route requires a new crossing of the River Hodder and a haul road within the flood plain. These will inevitably increase both the severity and frequency of flooding, with the consequential loss of farmland, highway flooding and damage to Newton Bridge

> Business Impact – reduction in visitors and disruption to retail and hospitality businesses as well as to farming and the rural economy

> Community Impact – the events, connectivity, leisure, social and charitable activity which normally reinforce and sustain the community, will all be impacted as a result of the traffic restrictions, the construction of a temporary haul road and the excessive use of local roads by HGVs

> Noise and Visual intrusion – tourism, hospitality and residents will all be impacted by the proposed haulage route

Carbon and Pollutive Emissions – UU state on their website that by 2028 all their 1,600 vehicles will run on electricity or alternative fuels such as hydrogen or biodiesel. They have also made a commitment to be net zero carbon by 2030. Despite UU stipulating that the Contractor 'shall work to support delivery of the commitments contained in United Utilities' Environmental Policy' and apparently having a procurement approach developed 'to

encourage a reduction in energy use and CO2 emissions during the contractor design, planning and construction phases' there is absolutely no detail on the stipulations that they will make to their contractors and therefore absolutely no guarantee that this will happen. There need to be stringent and enforceable planning conditions regarding carbon emissions, sustainability, use of renewable energy and green methods of transport in light of our climate emergency.

> Access Restrictions – to businesses, residents and public rights of way

> Ecological impact – the application involves construction of a compound, haul roads and temporary bridge over the River Hodder. As well as the actual crossing point, the compound and roads will flank the river on, or near, both banks. This has the potential to impact wildlife in a number of ways:

• disruption of river bank habitat, with adverse effects on nesting birds and river mammals including Otters. Extensive ecological surveys have highlighted a large number of species that will be affected by the construction.

• damage and destruction to local flora including trees, hedgerows, meadows and river bank flora.

• potential pollution of river water due to run off from the construction. The area around the proposed 'temporary' bridge over the River Hodder is a spawning ground for the endangered wild Atlantic Salmon and Sea Trout.

• Interruption of the critical North of England "B-Line" link from which join both our ANOB and SSI sites within the valley

• Removal of endangered habitat for Hedgehogs, with the removal of verges and road widening with no consideration given to local government and MP support to move this rapidly disappearing mammal from Category 6 to 5 as part of the Green paper planned for Autumn 2021.

• Impact on artificial light on nocturnal mammals including the villages protected, yet decreasing, bat population, owls, butterflies and birds – all of whom will have their feeding routes irreversibly impacted though the significant planned use of 24 hour artificial light.

Alternative Transportation of spoil

Along with Water Engineering Industry experts, who also reside locally, we consider that there are more efficient means of hauling several hundred tonnes of arisings rather than by use of public highway. Lorry transportation is hugely costly and a major greenhouse gas emitter.

We request the support of planning officers and councillors to push for evidence of considerations to less impactful alternatives. It is understood that United Utilities publicly stated objectives with their projects are to improve the positive impact on the environment that is affected and to reduce the negative impact which often accompanies construction with measures for:

- Sustainable solutions
- Minimal visual impact
- Minimal nuisance
- Minimal accidents
- Minimal energy consumption
- Maximum efficiency

We suggest the following more sustainable alternatives in line with those objectives are for:

- a) An aerial route / cable car
- b) A conveyor
- c) An extension to the electric tunnel locomotive

d) And should there be a non-profit driven justification for not considering our AONB and environmental impacts - a direct access haul road

Alternatives a) b) and c) provide the added advantage of the lean construction principle of continuous flow which fosters efficiency and economy. Additionally, these alternatives reduce the "dead load" burden of transportation compared to the heavy dead weight of lorries going up and down the highway with adverse permanent detriment.

Both the aerial route – cable car and the conveyor are common means of moving large amounts of material in quarries. They represent a more sustainable alternative and can lead to cost efficiencies over lorry transportation. Indeed, a recent study found that conveyors were an economical alternative in 41% of mines in Germany.

Despite written assurances from the Chairman of United Utilities, and verbal representation from the United Utilities planning team that these have been considered and costed no evidence or detail can be supplied or offered.

The concern about the matters relating to haulage from the proposed tunnels is so great, that several public meetings have been held and for the several public has been formed with the following objective – 'To work with Lancashire County Council, Ribble Valley Borough Council, Newton Parish Council and United Utilities, to find reasonable, workable solutions to the issues and challenges presented by the HARP. To try and minimise the disruption caused to the residents of our community and ensure that our roads remain accessible for the population of the area. Where disruption cannot be mitigated, to seek appropriate compensation for the Community'.

Unfortunately, despite many attempts both through the official "consultations" and separate village meetings to engage, United Utilities have chosen not to actively collaborate in addressing the resident's justifiable concerns and anxieties with their only response being to reference the planning applications, none of which address the actual concerns raised by the villagers. Despite being the main applicant it is very clear that United Utilities plan to pass on all accountability for all issues arising from the proposal, suggesting a helpline will be available for villagers to record any issues for them to be "passed to the contactor".

This is not a solid foundation on which the community would have wanted to work with Armstrong and United Utilities but regrettably a glimpse of what may be to come should the schemes be approved.

To aide visibility/ease of reference a summary of initial concerns include:

1 The application does not include a detailed Construction Traffic management plan

2 No evidence has been supplied to demonstrate any consideration of any scheme other than the use of the existing road network

3 There is inadequate detail regarding carbon emissions, reduction thereof and no attempt to address the climate emergency as part of a holistic transport scheme.

4 Additional infrastructure would be required to support this application – the impacts of which are not referenced including a haul road across a water course and greenfield site and significant road widening – not for the benefit of other road users but to allow two wagons to pass- in an AONB

5 Whilst the application states 171 waggons per day, 14 per hour, it omits to reference the movement of 4m wide concrete tunnel supports the proposals envisage an additional 675000 vehicle movements along this road during the minimum 6-year lifetime of this project. Over 50% of these additional movements are expected to be HGVs moving spoil from the Newton and Marl Hill HARP compounds to the WFQ To put this into context, each site entry also means that a vehicle leaves.

On that basis, 175 site visits per day equates to 350 HGV movements and given the proposed 12-hour operating day means that there will be an HGV on the B6478 every 2 minutes. Even using the average estimate of 105 site visits per day which equates to 210 HGV movements per day there will be an HGV on the road every 3 minutes.

These figures relate only to HGVs which supposedly represent 50% of proposed vehicle movements during this project.

6 The mitigation for this increase in traffic is based upon road widening and passing places being established on the B6478 together with a 30-mph speed limit. This will have no impact on removing congestion from the road or improving travel time from Newton to Clitheroe.

7 The B6478 Slaidburn Road is the only direct route into Clitheroe from the Hodder Valley and

as such is critical for access for emergency services responding to incidents in the valley.

8 The application indicates the proposals will not require diversions to the rights of way which is incorrect – see HARP plans submitted to RVBC.

9 The only mitigant offered to pedestrian and cyclist safety by UU when challenged was to confirm that HGV drivers "would be trained"? No attempt has been made to record the large number of cyclists who use this popular route.
10 No consideration or response received to the concerns raised about the transportation of stock uphill and the

impacts of animals in transit having to stop/hill start/animal/farmer welfare- despite supposedly "understanding local issues "and "consultations"

11 There are inconsistencies in the shift times in the LCC and RVBC applications – with the latter being impossible to achieve whilst maintaining a 24 hour operation. 6am to 8pm being more realistic than 7am to 7pm quoted (which are the shift handover times) Under hours of opening it says 06.30-18.30 which conflicts with UU statement that vehicles will be using the Fell Road from 07.00-19.00

12 One wagon will leave the village every 4 minutes and is unlikely, fully laden to achieve a speed of more than 20 miles per hour. The average gradient between Newton and WFQ is 5.8%. The maximum the gradient reaches 14.9% meaning 14 HGVs every hour will be travelling extremely slowly and severely disrupting local traffic. This gradient, and implications of it, are not mentioned in the application thereby misleading the reader who is unfamiliar with the area.

13 Permanent damage and disruption to the grassland, pasture, heather moors, fencing

and field boundaries caused by the project sites and the works on the B6478, despite being an AONB. United Utilities have confirmed that they have no desire to restore the roads to the original size/look after the scheme has been completed – leaving the decision to the Highways authority. This will effectively change the look of the whole valley/ANOB for ever with country roads, trees and hedgerows replaced with haulage routes.

14 The B6478 is the main route out of the Hodder Valley for the residents of Dunsop Bridge, Newton in Bowland and Slaidburn. Despite what the application says (4.12 Transport summary) this is not a well-established route for HGVs heading for WFQ. The route that the application refers to is actually between Waddington Village and WFQ so the statement is both misleading and incorrect. The road is in constant use by residents, farmers, agricultural vehicles and the thousands of cyclists and other visitors to the valley and is already a busy road.

15 There are two single lane cattle grids along the route from Newton to WFQ and there are no plans to widen these. Congestion at these points from slow moving HGVs travelling up hill will be inevitable.

16 Farm stock is grazed on Waddington Fell and allowed to roam freely between the two cattle grids. These would be put in additional danger due to the large increase in traffic. Removing the right to graze would impact the farming community and fencing would again change the AONB

17 16. The application states (3.7.1 of Supporting Statement) there will be no noise impact from the proposed operations. This only refers to the actual infilling of the quarry and makes no reference to the noise impact of numerous HGVs travelling out of the Hodder Valley every day or the loading of them at the tunnel entrance. 18 Dust from internal haulage routes. There is no reference or consideration of how this will impact on surrounding roads between the tunnel sites and quarry or how the impact will be mitigated. The application states (3.8.2 of Supporting Statement) that measures will be put in place to prevent dust from leaving the quarry site. Currently this is ever present outside the quarry entrance?

19 It is stated that HGV movements on the local highway is temporary ceasing in 2033 at the latest. That is 12 years of disruption – this is clearly not "temporary" and large infrastructure projects such as these often overrun.

Application Points Fact Check - Supporting statements

3.4-171 max vehicle movements per day. Average 103-64. Please see the HARP application

https://www.ribblevalley.gov.uk/planx_downloads/21_0660_Traffic_Managemt_Plan_Appendices_1_1.pdf which proposes traffic movements will be averaged at a max of :-66 per day in Phase 1. 328 in phase 2. 240 in phase 3. 240 phase 4. 52 Phase 5

3.7- "Limited" noise impact - Please see the HARP application

See Table 17.13

https://www.ribblevalley.gov.uk/planx_downloads/21_0660_EIA_Vol2_Ch18_Noise_and_Vibration.pdf Existing base levels range from 43-49 DB. Predicted construction levels are 50-65DB and are at least 5 more at all stages. Table 17.6 describes SOAEL+5 as a Major change!

4.5 contradicts the concerns raised about pinch points on the B6478 and the proposals for numerous road widenings in the HARP application.

 $https://www.ribblevalley.gov.uk/planx_downloads/21_0660_Traffic_Managemt_Plan_Appendices_1_1.pdf$

5.4 Does not address the Newton side of the fell with steep sections, bends and access points to other properties, some of which have limited visibility. Unfenced roads with free grazing animals with no attempt to address impact on overtaking vulnerable road users, cyclists and horse riders travelling slowly over the fell.

Master combined

Planning Application LCC/2021/0015 -____ RVBC 3/2021/0660



21st SeptemberJuly 2021

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Whilst the stated objective of this application is for the disposal of arisings from the HARP tunnel project being proposed by United Utilities plc, **this application denies being a waste related development**. This Application also **incorrectly states that "no towns or villages are passed** along the length of the B6478 to be utilised". Furthermore, this application **relies upon other Planning Applications**, which in turn rely on each other in order to describe individual parts of the full impact of the proposed scheme. There is **no consideration of the total environmental impact** of the proposed HARP scheme and as a consequence, this application **fails to adequately address the Traffic and Environmental impacts** of the scheme.

The fact that this Planning Application has not given proper consideration to the Environmental impacts associated with the proposed road haulage from the tunnel to the quarry is a **great concern to the residents and businesses in Newton area**.

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- Road safety cyclists, walkers and equestrians are of particular concern, and the structural and alignment inadequacy of the B6478 will also increase the risk of collisions with other vehicles
- Flood Risk the proposed haulage route requires a new crossing of the River Hodder and a haul road within the flood plain. These will inevitably increase both the severity and frequency of flooding, with the consequential loss of farmland, highway flooding and damage to Newton Bridge
- Business Impact reduction in visitors and disruption to retail and hospitality businesses as well <u>as</u> to the farming and the rural economy
- Community Impact the events, connectivity, leisure, social and charitable activity which normally reinforce and sustain the community, will all be impacted as a result of the traffic restrictions, the construction of a temporary haul road and the excessive use of local roads by HGVs
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Alternative Transportation of spoil

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- Sustainable solutions
- Minimal visual impact
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- Minimal accidents
- Minimal energy consumption
- Maximum efficiency

We suggest the following more sustainable alternatives in line with those objectives are for: a) An aerial route / cable car

- b) A conveyor
- c) An extension to the electric tunnel locomotive
- d) And should there be a non-profit driven justification for not considering our AONB and environmental impacts a direct access haul road

Alternatives a) b) and c) provide the added advantage of **the lean construction principle of continuous flow which fosters efficiency and economy**. Additionally, these alternatives reduce the "dead load" burden of transportation compared to the heavy dead weight of lorries going up and down the highway with adverse permanent detriment. Achievement

Both the aerial route – **cable car and the conveyor are common** means of moving large amounts of material in quarries. They represent a more sustainable alternative and can lead to cost efficiencies over lorry transportation. Indeed, a recent study found that conveyors were an **economical alternative in 41%** of mines in Germany¹.

Despite written assurances from the Chairman of United Utilities, and verbal representation from the United Utilities planning team that these have been considered and costed no evidence or detail can be supplied or offered.

The **table below summarises the impact of each** alternative has on the environment and the community and efficient operations.

Impact on environment and community, efficiency	Aerial Route	Conveyor	Locomotive Extension	Haul Road	Hallgate Hill Highway
Disruption to Commuting Traffic	No impact	Little impact	Little impact	No impact	Adverse
Disruption to Farm Traffic	Little Impact	Marginal impact	Marginal impact	Mixed impact	Adverse
Environmentally polluting	Marginal impact	Little impact	Little impact	Adverse	Adverse
Noise, mud and dust nuisance	Marginal impact	Marginal impact	Marginal impact	Adverse	Adverse
Public Safety	Marginal impact	Marginal impact	Marginal impact	Marginal impact	Adverse
Efficiency: lean construction	Good prospects	Good prospects	Good prospects	Interrupted flow	Interrupted flow
Damage to highway	No impact	No impact	No impact	No impact	Adverse
Legacy Potential	Excellent	Excellent	Excellent	Marginal	None

The concern about the matters relating to haulage from the proposed tunnels is so great, that several public meetings have been held and **several has been formed** with the following objective –

'To work with Lancashire County Council, Ribble Valley Borough Council, Newton Parish Council and United Utilities, to find reasonable, workable solutions to the issues and challenges presented by the HARP. To try and minimise the disruption caused to the residents of our community and ensure that our roads remain accessible for the population of the area. Where disruption cannot be mitigated, to seek appropriate compensation for the Community'.

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Unfortunately, despite many attempts both through the official "consultations" and separate village meetings to engage, **United Utilities have chosen not to actively collaborate in** addressing the resident's justifiable concerns and anxieties with their **only response being to reference the planning applications**, none of which address the actual concerns raised by the villagers. Despite being the main_applicant it is very **clear that United Utilities plan to pass on all accountability** for all issues arising from the proposal, suggesting a helpline will be available for villagers to record any issues for them to be "passed to the contactor".

This is not a solid foundation on which the community would have wanted to work with Armstrong and United Utilities but regrettably a glimpse of what may be to come should the schemes be approved. At this point no further attempts to engage are planned.

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	is 5.8%. The maximum the gradient reaches 14.9% meaning 14 HGVs every hour will be travelling extremely slowly and severely disrupting local traffic. This gradient, and implications of it, are not mentioned in the application thereby misleading the reader who is unfamiliar with the area.		
13	Permanent damage and disruption to the grassland, pasture, heather moors, fencing		Formatted: Font: (Default) +Headings (Calibri), 12 pt
	and field boundaries caused by the project sites and the works on the B6478, despite being an AONB. United Utilities have confirmed that they have no desire to restore the roads to the original size/look after the scheme has been completed – leaving the decision to the Highways authority. This will effectively change the look of the whole valley/ANOB for ever with country roads, trees and hedgerows replaced with haulage routes.		Formattad: Font: (Default) +Headings (Calibri)
14	The B6478 is the main route out of the Hodder Valley for the residents of Dunsop		Formatted: Font: (Default) +Headings (Calibri), 12 pt
	Bridge, Newton in Bowland and Slaidburn. Despite what the application says (4.12 Transport summary) this is not a well-established route for HGVs heading for WFQ. The route that the application refers to is actually between Waddington Village and WFQ so the statement is both misleading and incorrect. The road is in constant use by residents, farmers, agricultural vehicles and the thousands of cyclists and other visitors to the valley and is already a busy road.		Formattad: Font: (Default) +Headings (Calibri)
15	There are two single lane cattle grids along the route from Newton to WFQ and there		Formatted: Font: (Default) +Headings (Calibri), 12 pt
	are no plans to widen these. Congestion at these points from slow moving HGVs travelling up hill will be inevitable.		Formattad: Font: (Default) +Headings (Calibri)
16	Farm stock is grazed on Waddington Fell and allowed to roam freely between the two	_	Formatted: Font: (Default) +Headings (Calibri), 12 pt
	cattle grids. These would be put in additional danger due to the large increase in traffic. Removing the right to graze would impact the farming community and fencing <u>would</u> again change the AONB		Formattad: Font: 12 pt Formattad: Font: (Default) +Headings (Calibri)
17	16. The application states (3.7.1 of Supporting Statement) there will be no noise impact	_	Formatted: Font: (Default) +Headings (Calibri), 12 pt
	from the proposed operations. This only refers to the actual infilling of the quarry and makes no reference to the noise impact of numerous HGVs travelling out of the Hodder Valley every day or the loading of them at the tunnel entrance.	K	Formatted: Font: 12 pt Formatted: Font: (Default) +Headings (Calibri)
18	Dust from internal haulage routes. There is no reference or consideration of how this		Formatted: Font: (Default) +Headings (Calibri), 12 pt
-	will impact on surrounding roads between the tunnel sites and quarry or how the	\leftarrow	Formatted: Font: 12 pt
	impact will be mitigated. The application states (3.8.2 of Supporting Statement) that measures will be put in place to prevent dust from leaving the quarry site. Currently this is ever present outside the quarry entrance?		Formatted: Font: (Default) +Headings (Calibri)
19	It is stated that HGV movements on the local highway is temporary ceasing in 2033 at		Formatted: Font: (Default) +Headings (Calibri), 12 pt
-	the latest. That is 12 years of disruption – this is clearly not "temporary" <u>and large</u> inftrastructure projects such as these often overrun.	K	Formatted: Font: 12 pt Formatted: Font: (Default) +Headings (Calibri)

Application Points Fact Check - Supporting statements

3.4- 171 max vehicle movements per day. Average 103-64. Please see the HARP application <u>https://www.ribblevalley.gov.uk/planx_downloads/21_0660_Traffic_Managemt_Plan_Appendices_1_1.pdf</u> which proposes traffic movements will be averaged at a max of :-66 per day in Phase 1. 328 in phase 2. 240 in phase 3. 240 phase 4. 52 Phase 5

3.7- "Limited" noise impact - Please see the HARP application

See Table 17.13

https://www.ribblevalley.gov.uk/planx_downloads/21_0660_EIA_Vol2_Ch18_Noise_and_Vibration.pdf Existing base levels range from 43-49_DB. Predicted construction levels are 50-65DB and are at least 5 more at all stages. Table 17.6 describes SOAEL+5 as a Major changel Formatted: Font: (Default) +Headings (Calibri), 11 pt

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Formatted: Font: (Default) +Headings (Calibri) Formatted: Font: (Default) +Headings (Calibri), 11 pt 4.5 contradicts the concerns raised about pinch points on the B6478 and the proposals for numerous road widenings in the HARP application.

https://www.ribblevalley.gov.uk/planx_downloads/21_0660_Traffic_Managemt_Plan_Appendices_1_1.pdf

5.4 Does not address the Newton side of the fell with steep sections, bends and access points to other properties, some of which have limited visibility. Unfenced roads with free grazing animals with no attempt to address impact on overtaking vulnerable road users, cyclists and horse riders travelling slowly over the fell.

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From: Sent: To: Subject:	Contact Centre (CRM) <contact@ribblevalley.gov.uk> 22 September 2021 14:10 Web Development; Planning Planning Application Comments - 3/2021/0660</contact@ribblevalley.gov.uk>
Title:	
First Nam	
Surname:	
ls your address in Ribble	Valley?: Yes
Enter a postcode or stree	et en en e
Choose Address:	
Selected address:	
lat	
Inį	
Locality:	
County: Lancashire	
uprn:	
usrn:	
ward:	

Planning Application Reference Number: 3/2021/0660

Address of Development: haweswater aqueduct resilence programme

Your Comments: As a Ribble valley resident and council tax payer . I cannot believe that your planning department think the best route for this huge project is to go through 3 villages which are already extremely busy with traffic and cycles and pedestrians . As you can tell **and the set of the s**

1

20 September 2021 06:54 Planning Application Numbers: 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 whom it may concern,

I write with reference to the two application numbers stated above in relation to the HARP.

I have safety and environmental concerns with both routes suggested, however I feel that preferably ROUTE 2 should be chosen.

Route 1 would have many implications for Chatburn, Grindleton and West Bradford, such as parking issues and sheer volume of traffic to already over populated roads. Most of which are narrow and complete unsuitable to accommodate heavy HGVs as well as the other usual traffic that use them. But most importantly this route would have massive safety implications for the residents of this area. Here is West Bradford we have a children's play area off the main route suggested on Grindleton Road. This play area is used daily by many children, using the narrow footpaths to get to it, to add up to 13 HGVs an hour to this road would be a safety issue to those pedestrians, many of whom are children and equally impact on the facilities not being used because of that risk. This road also only has a footpath on one side of the road.

Another major safety concern is that between West Bradford and Waddington is the local primary school. This is located on a country road with limited footpaths and where traffic and parking is already a major issue. To add to this with the number of vehicles proposed each hour of each day of the week would add to this problem massively, as well as endangered the safety of the children and parents using this school.

There are many other points I could go into and elaborate on and I believe route one will cause major environmental issues, but I feel it is the SAFEST of the two options and hopefully if chosen HARP traffic will solely use this route and no other.

Regards,

Rogaras,

Planning 13 September 2021 10:31 John Macholc Planning R&U Planning Application 3/2021/0660 & 3/2021/0661

Categories:

xRedact & Upload

From: Sent: 12 September 2021 21:49 To: Planning <planning@ribblevalley.gov.uk> Subject: Planning Application 3/2021/0660 & 3/2021/0661

<u> External Email</u>

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 Ribble Valley Borough Council

Re: The Haweswater Aqueduct Resilience Programme

I am writing regarding the above planning applications and would like to say that I wholeheartedly think that <u>Route 2</u> would be

the obvious choice for the least disruption to all the small villages on route. I just cannot comprehend that United Utilities would even

consider taking so many heavy wagons on a small country road which is already busy with School Buses, Agricultural vehicles and people in general just going about their daily tasks. Not to mention cyclists and walkers who use this road. The road itself is winding and narrow,

It not only goes through a busy village such as Chatburn, but would also affect Grindleton & West Bradford plus a very busy Junior School

on route to Waddington.

It is a dangerous idea to say the least. We have narrow paths down Ribble Lane with only just enough room for a pushchair let alone trying to hold a young child's hand at the same time! The pollution would be horrendous to say the least too.

I live **Constant and it is a nightmare even now trying to get out of Ribble Lane onto the** Main Road to Clitheroe so imagine what it would be like with hundreds of big Wagons coming down Crow Trees Brow and trying to turn down Ribble Lane with cars

parked everywhere. And no you really cannot expect householders to move their cars elsewhere as there is nowhere else in the village for them to park.

If this was going to be a month long project, I am sure we could put up with the disruption but certainly not for <u>6 Years</u> or more! **Second Second S**

day and it would just cause chaos and danger to everyone.

It would be interesting to know if the Project Manager for this operation has ever driven through Chatburn towards Grindleton on a normal busy morning, schooltime, teatime or any time of day for that matter. Emergency Services also need to use these roads at all times.

I would just like to appeal to the better judgement of the Planning Committee regarding these applications and hope their choice will be for **Route No. 2**

Yours faithfully



From: Sent:

To: Cc: Planning 13 September 2021 10:31 John Macholc Planning R&U Haweswater aqueduct resilience program.

Categories:

Subject:

xRedact & Upload

-----Original Message-----From Sent: 13 September 2021 06:54 To: Planning <planning@ribblevalley.gov.uk> Subject: Haweswater aqueduct resilience program.

<u> External Email</u>

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 planning team.

I am a resident living in the second state of the second state of

Please see sense and enforce these changes to ensure the safety of our young and avoid damaging diesel fumes polluting our village and the disruption to everyday life for such an extended period.

Kind Regards

Sent from iPhone

F 1 7 SEP 2021 FORTHE ATTENTION OF

14 September 2021

John Macholc Planning Department RVBC Church Walk Clitheroe BB7 2RA

HARP Programme Application 3/2021/0660 & 0661

Dear Mr Macholc

I Fully appreciate and agree that the H.A.R.P. project is a necessary evil, but I whole heartedly disagree with United Utilities route 1 proposal for Chatburn Grindleton and West Bradford. On Sunday I attended the village meeting arranged by the parish council and felt real anger in the room towards the proposed United Utilities route one.

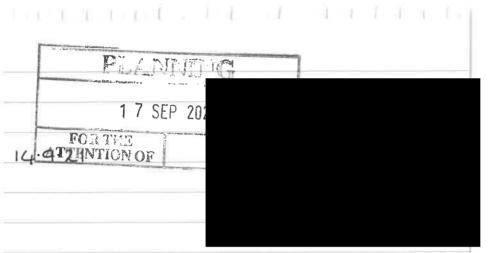
I have now read United Utilities applications and the published objections by residents of the villages and concur entirely with the resident's points of objection.

The application states

A marshalling area for HGVs and oversized transporters is proposed within Ribblesdale Cement Works, West Bradford Road. Also to be located at Ribblesdale cement works will be a park and ride with busses laid on for contactors to travel to site. All kinds of large earth moving vehicles and delivery wagons for a period of 6 to 10 years are then directed 4.8 miles on unsuitable rural roads through the villages of Chatburn Grindleton and West Bradford.

I object to HARP traffic travelling on route 1 and my preference is all HARP traffic to use the link road from the A59 to the cement works and United Utilities to complete the work required for route 2.





Dear MR MACHOK I would like to object to the planning application Nos 3/2021/0660 e 3/2021/0661. My reasons for this is the volume of heavy goodo traceic, the narrow gootpatho OR FIBBLE LADC. SAGELY OF the childred and elderly whilst attempting to cross as already busy rd. Heavy died gumes. chapo would be caused with the school buses taking childred to bouoland high Dchool. Thaokyou

From:
Sent:
To:
Subject:

16 September 2021 18:56 Planning planning application nos 3/2021/0660 & 3/2021/0661

<u> External Email</u>

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.

I am writing to you to voice my concern regarding the above planning applications. The thought of all those hgv wagons coming up and down Rbble Lane, Chatburn for at least 6 years fills me with dread, I am , I am an **application** and have been all my life, so all the emissions given off by all these wagons coming up and down is bound to have an effect on my health. Also my and walk to school every morning/afternoon and this will affect all the children walking to school and will be a great danger to their health as the vehicles go up and down emitting their toxic fumes. I think by far the best option would be route 2, this will have a less detrimental effect on the health of people in Chatburn and the surrounding area.

Regards

16 September 2021 20:34 Planning Planning application no's 3/2021/0660 & 3/2021/0661

A External Email

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Dear Sir/Madam

I write in regard to the above planning applications. We fully appreciate that this work needs to take place and we would like to offer our support for application no 3/2021/0061 (Route 2).

Opposition to Route 1

- This route would prove highly dangerous to the local community in which is already a very busy route for commuting traffic.
- As a second second second and a main highly concerned about this route, particularly as it is their route to school.
- On this route there are already heavy traffic on the road at key points of the day such as school buses. During these times the roads become very dangerous, adding more traffic puts the local community at unnecessary risk.
- Having witnessed many collisions on this route, the latest only today, to increase the amount of lorries on this route will ultimately lead to increased collisions.
- The roads on this route are not suitable to support the increased traffic and HGV vehicles.

Support for Route 2

This route will enable flowing traffic and moves the increased traffic away from the villages which is a much better option for our whole local community.

Thank you for considering our concerns.

Yours faithfully



From:
Sent:
To:
Subject:

17 September 2021 10:10 Planning FW: test

Objection for HARP.

From Sent: 17 September 2021 10:08 To Subject: Re: test

A 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.

Sent from

On 17 Sep 2021, at 10:07 am,

wrote:

As a west Bradford home owner and having good knowledge of the local roads the planning route 1 is not viable, the roads are in very poor condition to start with, narrow roads that children, walkers and cyclists use in high frequency to access the other surrounding villages, there is also a lot of wildlife on these roads. There are insufficient footpaths and pavements along these roads and a primary school in the middle, the road down through Chatburn is not suitable for mass large vehicles to use and once on the bottom by the river it is even narrower still and 2 wagons passing would cause problems. Once over the bridge there is a tight left turn which such volume of wagons would just destroy the road. Once heading west Bradford bound there is a tight bad stretch over a small bridge that was not built for such heavy use and then on to a blind narrow S bend. Once over that obstacle you head down to horners farm- yet again narrow and not fit for 2 vehicles to pass. Then the hazard of west Bradford with lots of young children, walkers, elderly and cars parked. And you pull up past the 3 millstone pub the road becomes hardly wide enough for 2 cars to pass never mind potential 2 wagons. Once clear of that hazard you have mums and children walking to and from west Bradford primary school. Once you hit the school it is a logistical nightmare and both ends of the school day- children and parents with no respect for other road users, then continue on a narrow right hand bend until the road opens up at the start of waddington..

Route 2 is the only one that should be considered due to health and safety for village children, animals, elderly, adults and wildlife the roads and not fit for such mass hav movement and are not wide enough. This route is a main route for busses serving the 2 schools and the villages and also have a lot of large farm machines using these roads as well. The lack of road side footpaths forces a lot of vulnerable pedestrians to walk in these already quite busy roads and the extra wagons will only put them in greater danger.

Thank you for reading. From a concerned villager Trevor smith. 8 eastfield drive, west Bradford. Bb74tq 07891512584 Sent from Trev's iPhone

> Carly Miskell, Planning Administration Assistant, Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe BB7 2RA

Tel: 01200 414520 email carly.miskell@ribblevalley.gov.uk

Disclaimer

Tops for resident satisfaction – 79% of residents are satisfied with Ribble Valley as a place to live (Perception Survey 2018)

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Planning Planning Application Ref 3/2021/0660 & 3/2021/0661

<u> External Email</u>

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Dear Mr Macholc

I write with reference to the Planning Applications 3/2021/0660 & 3/2021/0661 submitted by United Utilities as part of the wider HARP project.

Whilst I fully acknowledge the need for protection and reinforcement of our regional infrastructure network, I am writing in the sincere hope that the needs of our immediate community will be properly taken into account when the committee review the submission.

can only re-iterate the obvious issues associated with the use of Ribble

As a

Lane to access the works;

Heavy goods traffic movements

We understand that this will be a 10 hour a day, 7 day week operation which last **up to 11yrs** or until completion of the project. In addition to the obvious Road Safety threat posed to the residents (and in particular the children) of the village, it is clear that Ribble Lane is simply not suited to, nor was it ever designed to carry such high volumes of HGV's. The carriageway is of insufficient width, unsuitable construction and poorly drained. It is also often rendered impassable due to flooding of the River Ribble at Grindleton during periods of prolonged or heavy rain. Should either a breakdown, accident or flooding occur the effect on local traffic would be to cause further gridlock. Please bear in mind that Ribble Lane is also the main route for school buses serving Bowland High School, resulting in already high traffic loads during peak times. It is also the main route for emergency vehicles needing to access the outlying villages such as Grindleton, West Bradford etc.

Parking

Currently there are more cars in Chatburn than there are suitable parking facilities, which means that Ribble Lane is already severely restricted to one lane. Whilst I appreciate that the proposal would entail yellow lines to prevent parking there are simply no other suitable parking facilities in the village to

accommodate such a volume of displaced vehicles. Residents would simply have nowhere to park. The local shops are a much valued community resource and would be severely compromised if the proposed parking restrictions made it impossible to park to access the shops and services. The vital importance to community wellbeing of these local resources cannot be stressed enough.

Environmental

I would respectfully request that the committee pay due consideration to the wider effects of the proposals which include exhaust pollution from the HGV's, long term damage to homes, buildings and roads as a result of the vibration leading to settlement and subsidence. Noise pollution will destroy an otherwise relatively peaceful existence for the villagers along with the obvious de-valuing of properties. The effect on the mental health and wellbeing of residents must not be underestimated and should be very carefully considered. I would warmly invite yourself and any members of the planning committee to visit Chatburn to observe first hand not only the challenges presented by current car parking requirements but also to witness the vibrant and active community which we are so anxious to protect.

Solution

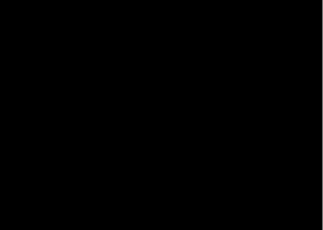
The very clear and obvious solution to this problem is to use Pimlico Road, a purpose built heavy duty haul road with few if any residents to disrupt and with direct access to the A59 and its network of major roads. I expect that there will be objections by environmental lobbyists to the temporary bridge

option but these objections must not be allowed to override existing community welfare. I implore you to remind the committee that there are numerous measures that can be taken to protect bio-diversity and to mitigate any environmental impact resulting from the temporary bridge and linking haul road— sadly that option would not be available to the residents of Chatburn who would be condemned to suffer years of unacceptable disruption and nuisance if RVBC chose to support the Ribble Lane option.

I have every confidence that RBVC will do the right thing by opposing the Ribble Lane proposal and I again respectfully ask that committee do all within their powers to protect the village and residents of Chatburn.

Yours faithfully





TENERAL CONTRACTOR AND A DESCRIPTION OF A D PLAND 1 7 SEP 20 FOR THE Dear MR MACHOE I would like to object to the plane application NOS 3/2021/0660 e 3/2021/0661. My reasons for this is the Malume of heavy goods traceic, the narrow gootpatho OR FIDDLE LANC. SAGELY OF the childred and elderly whilet attempting to cross as already busy rd. Heavy died gumes. chaoo would be caused with the school buses taking childred to boubland high Dchool. Thaokyou

HGN emissions and noise which is detrimental to the environment and public.

houte I is the obivars one to use as it will have the least imposed on all the utilages involved especially as it is expected to take by ease a more to complete.

Yours faithfully

FF A FIT I G	(10 C 10 C
2 0 SEP 2021	
 OR Your	A REAL PROPERTY AND A REAL

14.9.2021 Re- Planning Applications 3/2021/0660 ~ 3 2021 0661 Dear Sir / Madam, I wish to object to due proposed Route ! I dave all my life and have seen lots changes but this one is going le very dangerous. Foi perking, businesses and for school children. The roads are alread very busy with traffic, school buses and HC which use the soads you intend to use. There are no alternative places to provide extra pertung in the village. As there are going. 5/10 vehicles as note per hour a week plus week ends , Ados these will these will be

Deur Mr. Machole upors and rendents The enjormated nonanats consequences of Mise HEV be taken into confideration Rendents denty lives would be hugely disrupted by this morespe traffic cupdentin should Moo be to arrests by emergery green which! Serie vehicles may where Chatsum. have into I would Merchane wago Ribble Vallay Planing committee to support this is a more several 6.0661) as ofthem. It would divert HE which was allong a road for the purpose milt Clotherop & Sunounda long lawy from will allomate bottlenect villages, 1h veduce delays, and disruptor to though villages, (conton, and then e West Brudford). It will be more emitaneted mondy for residents and will half to operate with min mail disruption Jours Sincerly

Planning Application Nos 3/2021/0060 - 3/2021/06 I am unting to oppose plunais application NO 3/2021/0660 and support planning application 3/2021/ by Un applications are submitted to the Have if they in relation Acqueduct Resilvence Programme and referred to as porte 1 (0660) Norte 2 (0661) Ler houte I as proposed world elwert 1 boods Vehicles through chatburn de Condition Ven ti Robble Love - then Brandford and Wadding ton. In my of This harte world have a mapter in is already af bring bringe wit Trading It state and a turber popular shops, It is also the ros puses futing Mat numbers school the Bowland High School Rubble h is already wall used and his Sugnif must purtue problem for re purthing problem for ver Nonte I word chosen resident there is no-where in the nelog residents of rubble Lyne to pert an alterghative. altown would a ho-through write for puisnesses

20 September 2021 09:40 Planning Re 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.

Hello

I am sending this email as I don't agree to the proposed route 1 of the Haweswater Aqueduct Resilience Programme

I am**atched** and have recently started at Bowland High School. If this goes ahead my school bus will be late therefore making me and my friends late for school and our lessons which would affect our education. Also the much more traffic would affect my health and that of my friends I have the more fumes there are would set this off causing me to be off school. Me and my friends would also not feel as safe to play outside with the increased traffic therefore affecting our wellbeing and mental health.

My parents have been speaking about this and I do think the proposed route 2 would benefit the village of chatburn better especially the kids

Thank you



Sent from my iPad

19 September 2021 20:09 Planning Planning Application 3/2021/0660 & 3/2021/0661

<u> External Email</u>

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 am writing this email to strongly object to Route 1 03/2021/0660 for United Utilities to use this route for the planned pipe work that will be ongoing for 6 to 11 years.

With being the using this route using this route would have a devastating effect on my business. The inability for customers to park on top of all the traffic issues that would be caused by heavy wagons, buses for schools and traffic lights would mean no one would be able to safely shop in the village. I employee a devastation of the matter of the ma

The health, safety and mental well being of village residents I am sure must have to be thought about too. The level of extra traffic through Chatburn would put residents and school children even more at risk of harm.

I feel strongly that Route 3/2021/0661 must be seriously considered. By using the link road taking the large vehicles it was built for to visit Tarmac and Castle Cement. Also the use of Castle Cement car parks is within a few hundred yards of the proposed new bridge crossing the River Ribble by West Bradford bridge.

This route will lessen traffic movements and have a less damaging effect on the environment and the general public.

Regards



From: Sent: To: Subject:	Contact Centre (CRM) <contact@ribblevalley.gov.uk> 19 September 2021 19:37 Web Development; Planning Planning Application Comments - 3/2021/0660</contact@ribblevalley.gov.uk>
Title:	
Surname	
Is your address in Ribble Va	lley?: Yes
Enter a postcode or street:	
Choose Address	
Selected address	
lat: Ing: Locality:	
County: Lancashire	
uprn	
usrn: ward	

Planning Application Reference Number: 3/2021/0660

Address of Development: HARP project- Route 1 Sending all traffic through local villages for a minimum of 6 years

Your Comments: I object to this planning permission. To send the amount of traffic through these villages, for the estimated timescale is unworkable.

Local business, which i have **and the inability of** will be effected due to parking & traffic issues, and the inability of people to park and shop at all Chatburns shops and outlets.

Health and safety of all local residents will be effected, these will be due to, noise pollution of vehicles, emission pollution from vehicles, risk to residents using footpaths from the local school. Congestion on the highways, 10 plus wagons an hour if the spoil is to be disposed of in Waddington Fell Quarry, and up to 1 wagon every 5 minutes if the spoil is to be brought back to the A59.

The proposal of using 5 sets of traffic lights to help with pinge points from Chatburn to Waddington, will again cause environmental and pollution issues and safety issues with HGV's stopping and starting on the narrow country roads, and also turning a 5 minute journey into a 30 minute journey,

It is proposed there will be no traffic movements to interfere with Bus routes to Bowland High School, but the times suggested are incorrect, on a Wednesday for example, the school finish time is 14.15, and not 15.30 as the planning application states. It also states that traffic movements will resume at 16.00, this again will cause issues as some school bus movements are still on the road up to 16.45 on some days.

The general road condition is extremely poor now, it was never designed for the amount, and weight of vehicles proposed .

All the above issues will be avoided if the alternative planning application (3/2021/0661) Route 2, is passed. The Link road taking vehicles down an already purpose built road, that was designed for HGV's visiting Hanson Cement & Tarmac. The use of Hanson cement car parks is also within a few hundred yards of the proposed new bridge crossing the River Ribble by West Bradford bridge. Using this route will minimise traffic movements, therefor keeping environmental impact to a minimum.

From: Sent: To: Subject:	Contact Centre (CRM) <contact@ribblevalley.gov.uk> 19 September 2021 13:45 Web Development; Planning Planning Application Comments - 3/2021/0660</contact@ribblevalley.gov.uk>
Title:	
First Name:	
Surname:	
Is your address in Ribble Valley?	: Yes
Enter a postcode or street: BB7 4	IAQ
Choose Address Selected address	
lat:	
Ing	
Locality:	
County: Lancashire	
uprr usrn ware	
Planning Application Reference	Number: 3/2021/0660

Address of Development: Haweswater aqueduct resilience programme

Your Comments: This application, which is route 1 should not go ahead because of implications on the mental health of the villagers.

18 September 2021 12:39 Planning HAWESWATER AQUEDUCT RESILIENCE PROGRAM

<u> External Email</u>

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John Macholc,

you will be expecting complaints ref planning application Nos 3/2021/0660 &

3/20210661.

Being a

The idea that route one enters Chatburn goes down Ribble Lane which is a narrow road finishing on West Bradford / Grindelton Road where their is tight bend onto West Bradford Road ,property lies to the North,East and West of this junction which could easily be damaged by vehicles. West Bradford Road was not built for the amount of traffic proposed like Ribble Lane , which will be turned into a death trap for the children and residents.

Their is talk about harm to the Environment but not much about the pollution , health , demoralizing the residents and loss of value of property.

Chatburn is bottle neck , now large vehicles struggle at present passing vehicles etc and some fatalities have happened in the past and vehicle damaged including mine.

Personaly my thoughts are with Waddinton as well .

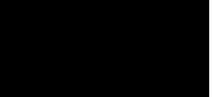
Route 2

Using Pimlico link road of the A59 build a Baily bridge across the Ribble and build a road to take 90% of traffic both ways to Waddington to the West side of the school (a good footpath exits off the road) this will save Chatburn, West Bradford and most of Waddington from the pollution etc.

although MIGHT BE COSTLY IN THE BEIGING WILL SAVE ON INSURANCE CLAIMS, ENVIORMENT, AND THE HEATH OF THE PEOPLE INCLUDEING THE STRESS OF HGV DRIVERS.

CLITEROE ROAD AND CHATBURN ROAD SHOULD NOT USED .

PLEASE BE PRACTABLE AND NOT RELY ON COMPUTERS.



Sent from Mail for Windows

From:	
Sent:	17 September 2021 20:55
То:	Planning
Subject:	Planning Application numbers 3/2021/0660 & 3/2021/0661
Importance:	High

<u> External Email</u>

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F.A.O. John Machoic

Dear Sir

I write to respond to the above numbered applications to express my views.

Firstly, I am saddened that this has only just come to light so late on in the year, hardly giving opportunity for the people of Chatburn to express their wishes. I had no knowledge of the meeting last week in Chatburn so did not attend. I had no knowledge of the length of time this work was to take and I understand this to be many years!

Secondly, I will confirm that I, along with every resident I know, wishes that Route 2 would be considered. Route 1 cannot possibly be an option for Chatburn, indeed has any one of these people planning Route 1 ever been to Chatburn and seen how busy it is already?

I oppose Route 1 for several reasons:

- Ribble Lane is used for parking, not only for the residents of Ribble Lane, but for the residents living on the streets coming off Ribble Lane. Parking is a huge issume the street of the road, so often I have to park on Ribble Lane and then walk home.
- There is also an issue when residents of the street in the ice and snow, on occasion our vehicles can slip into Ribble Lane due do the incline, I am lucky as when I leave for work and the street in the but this could be a great danger if any lorries were coming down Ribble Lane and they were unable to stop, as this is also on an incline.
- Ribble Lane is already incredibly busy with school buses and through traffic. The amount of lorries going up and down will be a danger to school children and residents.
- At the top of Ribble Lane it is chaos every minute of every day whilst people visit and park their cars around the shops. The local businesses will suffer greatly as no parking will be available, it barely available now. This will sadly close these businesses if Route 1 goes ahead.
- Chatburn is a quaint, picturesque village, it is sought after and houses always sell very quickly. This work would devalue our houses due to the length of time the work is to take place and the ruin of the village's beauty.
- Chatburn's residents are mainly elderly and rarely venture out of Chatburn due to mobility issues. They like to take a walk up Ribble Lane to the shops as part of their daily routine, to meet local people, chat, and of course get some exercise. An even busier Ribble Lane will be more of safety issue for these residents particularly. Will it take one of these vulnerable people to get killed before we will be listened to?
- From Ribble Lane there is a walk that many people use and they often have their dogs with them crossing this road. Again, more danger for the public and residents.
- The stress that this will cause the residents of Chatburn will affect their mental health, with isolation from Covid already doing so.

- **Communities, this includes Chatburn Village Hall soon.** Route 1 would greatly affect the project.
- Quite often the River Ribble floods its banks, and there is no access over Grindleton bridge, has this been considered?

I strongly oppose Route 1, and Route 2 seems the only SAFE option. I hope that the residents of Chatburn are going to be listened to.

Yours faithfully



From: Sent: To: Subject:	Contact Centre (CRM) <contact@ribblevalley.gov.uk> 20 September 2021 15:40 Web Development; Planning Planning Application Comments - 3/2021/0660</contact@ribblevalley.gov.uk>
Title:	
First Name:	
Surname:	
Is your address in Ribble Valley?:	
Enter a postcode or street	
Choose Address:	
Selected address	
lat: Ing:	
Locality:	
County: Lancashire	
uprn:	
usrn:	
ward	

Planning Application Reference Number: 3/2021/0660

Address of Development: Bowland Section. From land near the convergence of the Hornby Road, the Roman Road and Shooters Clough to land west of Newton in Bowland; with highway works at various locations.

Your Comments: I oppose this application on the grounds that it will cause severe disruption through Chatburn village. Traffic is already an issue on the small roads so adding numerous HGVs into the equation will result in constant heavy traffic and roads becoming effectively impassable for local residents trying to reach their homes. I support Route 2 (application 3/2021/0661) as an alternative.

20 September 2021 16:26 Planning Planning application 3/2021/0660 & 3/2021/0661

🚹 External Email

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Hello,

I would just like to comment on the plans for United utilities to go through chatburn, we have been told it will be Heavy goods vehicles every hour, I'm not sure how true this is . and we are already affect by the schools buses every day also the traffic of parents to go and from school every day .. just today for the schools buses a school bus, mini bus, and a queue of traffic trying to get up ribble lane, mums are walking with there children from the local primary school surely there wellbeing should be considered. It has also been noted we might not be able to park in front of our own houses .. will you be arranging alternative places for us to park safely, because again have to think about children playing and parked cars can't be blocking there views to cross the road.

Kind regards

