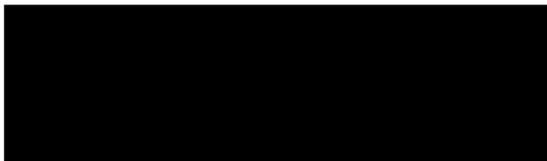


30 2021  
ATTENTION OF



PLANNING
30 SEP 2021
FOR THE ATTENTION OF

27/

RE Planning Applications nos 3/2021/0660  
and 3/2021/0661.

objection to route 1 3/2021/0660

- 1) Ribble lane was built as a country lane joining Chatburn to Grindleton. It struggles at the moment to accommodate the heavy agricultural vehicles and the sheer volume of traffic, which often drives far too quickly hence the need for speed checks located outside of [REDACTED]
- 2) Ribble lane has 2 steep gradients with blind bends. Large vehicles have reduced capacity to stop. The lane is frequented by cyclists and walkers and hence this presents a significant safety issue.
- 3) There are very few residents on Ribble Lane with off road parking. There would be no facilities for their cars to be parked elsewhere. This would have a significant

impact on the elderly, infirm and young  
accessing their homes. [REDACTED]

[REDACTED] and it is already  
difficult to find parking to the main road  
and to Park Avenue and Greenfield Avenue  
where there is already limited parking.

4) The village has a primary school with  
many residents and children walking to  
and from school. The sheer volume of  
traffic and nature of vehicles would pose  
an unacceptable safety risk.

5) The noise and environmental pollution from  
exhaust fumes and dust would be  
intolerable and unacceptable. The psychological  
effects of constant noise and disturbance  
from dawn to dusk could cause a  
mental strain on residents.

6) Local businesses will suffer. Due to  
lack of parking, access and increased  
congestion will drive customers away and  
lead them to visit adjoining villages and  
towns.

7) The bridge at <sup>Gindaleh/Chutbun</sup> ~~Stables~~ often floods in the  
winter months. This results in traffic to be diverted  
to adjoining villages. This would cause chaos and  
disruption.

## Advantages of Route 2 3/2021/0661

1) Pimlico link road was constructed to accommodate the large vehicles that accessed the cement facility. It is ideal to deal with heavy vehicles. There are very few residents on this stretch of road. No parked cars, or walkers. Noise and environmental effects to local residents would be much reduced.

2) Safety issues would be minimized due to very few pedestrians on this route. The road is much wider, no inclines or blind bends.

3) This road does not suffer from flooding issues.

4) The link road is a clear way allowing free flow of traffic, without having to stop for oncoming vehicles etc.

5) Disturbance to residents and businesses is eliminated as parking not an issue due to low number of residents on this route.

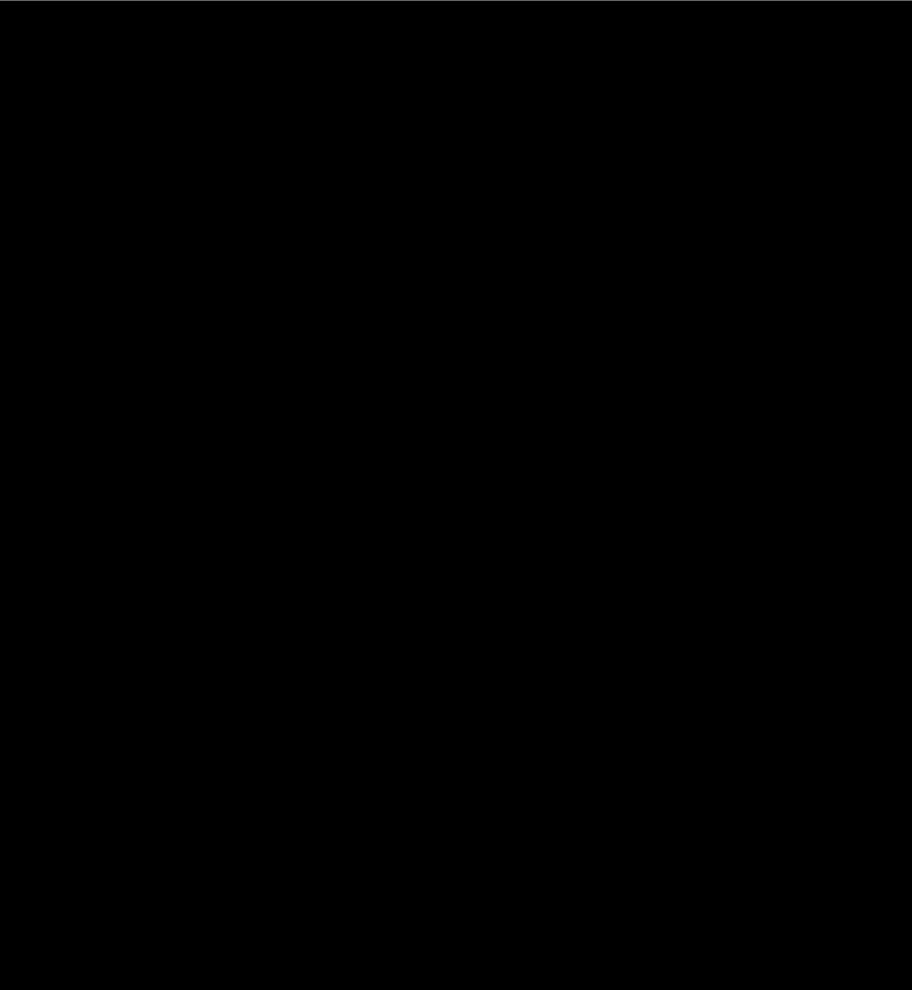
⑥ The HARP project have already secured parking at the cement works therefore ideally placed for drivers employed on project.



## Sharon Craig

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 29 September 2021 18:14  
**To:** Web Development; Planning  
**Subject:** Planning Application Comments - 3/2021/0660 and 3/021/0661



**Planning Application Reference Number:** 3/2021/0660 and 3/021/0661

**Address of Development:** Haweswater Aquaduct Resilience Programme (HARP) - Route 1 and Route 2

**Your Comments:** I am writing to object to the proposed Route 1 (3/2021/0660) for the route of HGVs through Chatburn towards Grindleton and West Bradford via Ribble Lane.

As a resident of Chatburn I believe my village is already congested with cars, lorries, tractors, buses and school buses on a daily basis, before any additional HGVs add to the congestion. The sheer number that has been quoted as every 6 minutes for 12 hours a day for six days a week for a minimum of six years is hard to comprehend but the noise and pollution does not bear thinking about.

The safety of school children and other pedestrians through the village is an issue of concern, particularly with the playpark and numerous businesses in the village that rely on passing trade. An inability to pass through the village easily and to find parking spaces will most definitely affect trade for these vital services. Chatburn is one of the few local villages that has services such as a post office, butcher and hairdressers and all the villages affected such as Grindleton and West Bradford frequent these services on a regular basis.

I find the clearance of parked vehicles as suggested not feasible because where exactly will they go? People park outside their homes for obvious reasons but have the elderly or those with mobility issues been considered if they intend to create new parking on the edge of the village.

Following Covid I have noticed that the village is now more popular than ever with walkers. There are a number of designated footpaths such as on Ribble Lane which still rely on short distances along the roadside. These routes will no longer be safe for pedestrians and visitors to the village.

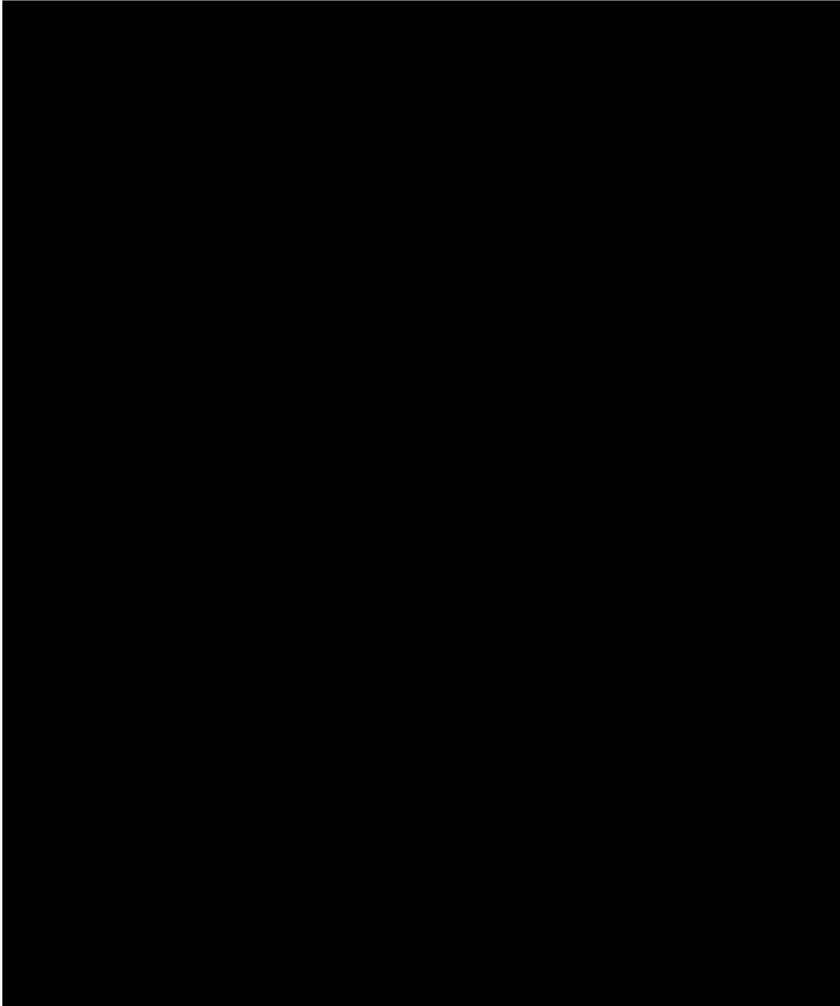
I am also very concerned about the safety of traffic at the junction at Ribble Lane which is already a difficult turn with blind spots. If as proposed they clear all the parked traffic from the road it will still not be easy to pass with so many HGVs. Again the safety for traffic at the Grindleton Bridge and at East View is already very difficult with limited spaces to pass and narrow lanes.

I support the Chatburn Parish Council in proposing to adopt Route 2 (3/021/0661), whereby the HGVs will use the A59 link road that was specially built for HGVs use and then cross a purpose built bridge across the river. Although, there will still be excessive traffic on the A59 the villages of Chatburn, Grindleton and West Bradford (although unfortunately for a much lesser extent for Waddington) will be alleviated the worst of the traffic flow from these HGVs.

## Nicola Gunn

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 September 2021 14:15  
**To:** Web Development; Planning  
**Subject:** Planning Application Comments - 3/2021/0661



**Planning Application Reference Number:** 3/2021/0661

**Address of Development:** Marl Hill Section. From land northwest of New Laithe Farm off the B6478 Slaidburn Road; and land north of Cross Lane, near Sandy Ford Brook, off the B6478 Slaidburn Road with highway mitigation works at various locations.

**Your Comments:** I am writing to support this route.

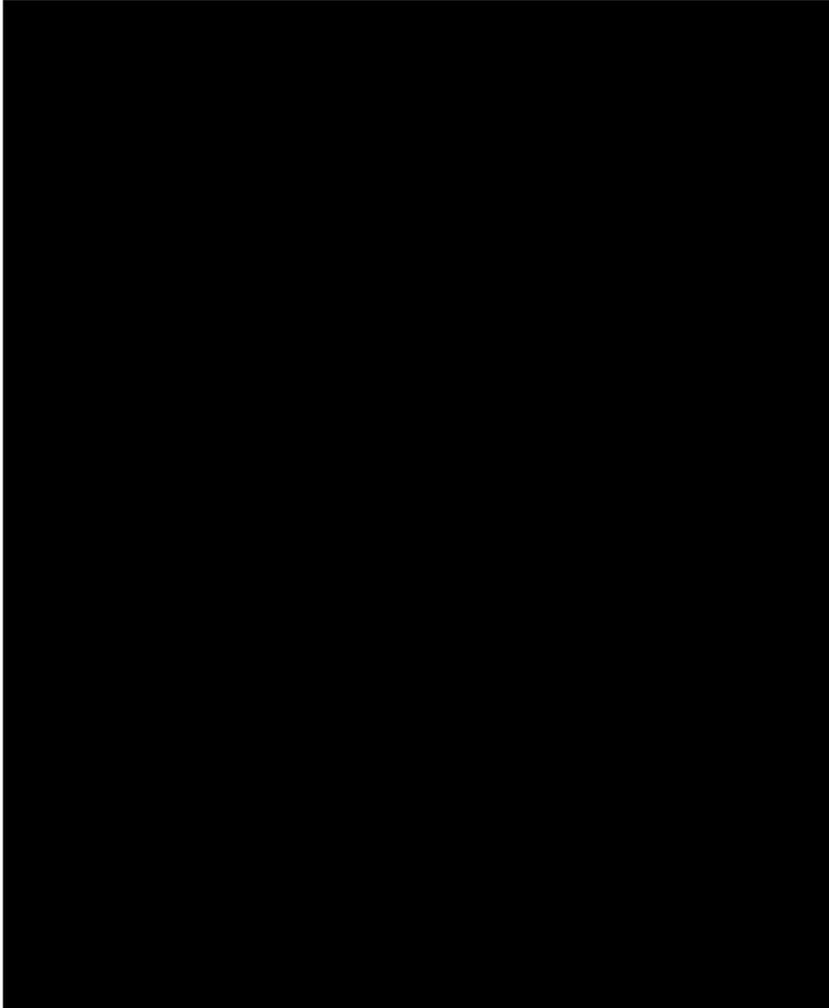
This is because it has the least effect on local residents and infrastructure of the villages on the route one.

The roads used on Route 2 were built for heavy goods vehicles therefore making it safer for all using the area. The park and ride scheme for staff of the programme would be more suitable in this area.

## Nicola Gunn

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 September 2021 14:00  
**To:** Web Development; Planning  
**Subject:** Planning Application Comments - 3/2021/0660



**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 am writing to OBJECT to this application.

I feel it will be of grave detriment to the people of Chatburn both in terms of their physical and mental health. The route proposed will negatively affect school children walking to and from school, residents many of which are elderly and tourists who have actively been encourage by Lancashire County Council because of the frequency and size of the lorries constantly travelling along the route.

The noise will be intense, as we who live on the route know. The route is sometimes used by large vehicles if a temporary diversion is in operation because roadworks elsewhere. The relief when the temporary diversion is lifted is immense to all who live and use the route.

The emissions from the said vehicles will effect the health of all residents especially those with respiratory problems, this at a time when many councils are reducing heavy traffic in areas where people live and work.

Peoples' metal health will be effected as there will not be a respite from the constant noise, dust and the shaking of the ground and houses that we know will happen because of our experience of heavy vehicles going to the building

site at the top of Old Road.

Many residents of the villages around and those from Chatburn use Chatburn local shops, this has become more important for them as Clitheroe is often full of traffic due to the increased population. The loss of these amenities would affect rural people's lives as there is an insufficient public transport.

This leads me to my next point where the restricted parking the application suggests is a 'slap in the face' for local people. We need the parking to stay as it is for some people need to park as close as possible to their properties due to health issues and age. We, as residents also need trades people to work on our properties and they need to bring their tools and equipment, much of which is heavy or cumbersome. Therefore they need to park as close as possible.

Most importantly is the need for emergency vehicles and staff to have free access no to have to wait until the heavy traffic subsides.

I hope you will consider the points I have raised.

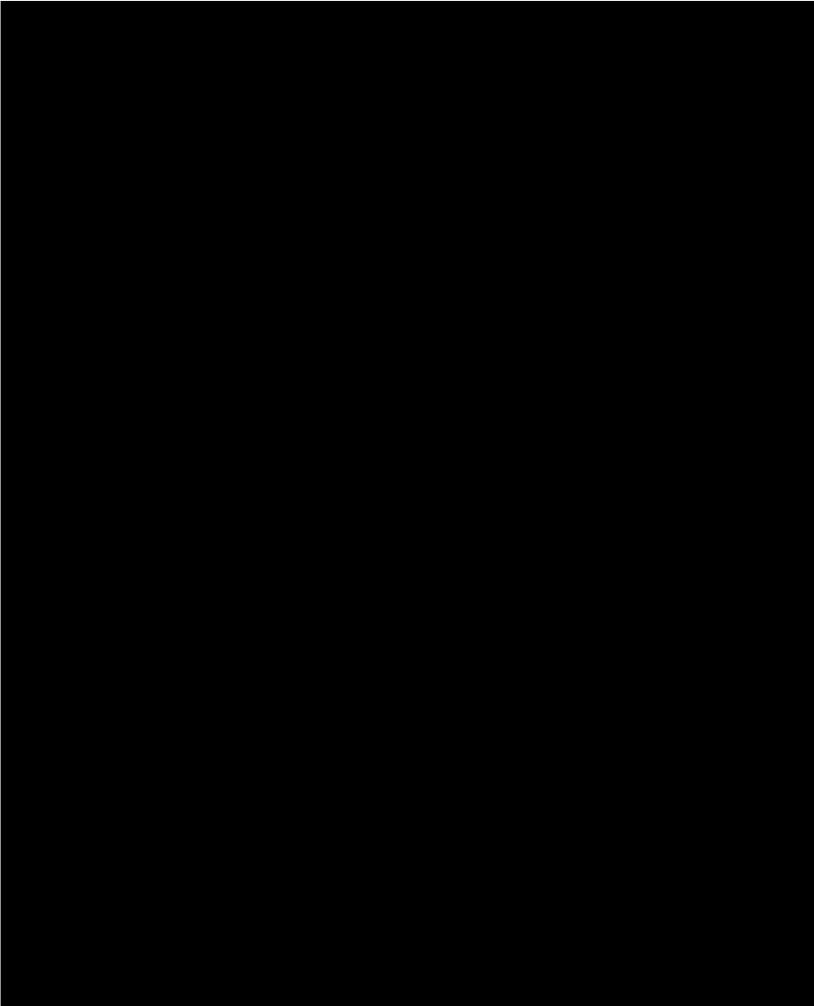


**Nicola Gunn**

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 September 2021 13:46  
**To:** Web Development; Planning  
**Subject:** Planning Application Comments - 3/2021/0661

**Title:** Other



**Planning Application Reference Number:** 3/2021/0661

**Address of Development:** Marl Hill Section. From land northwest of New Laithe Farm off the B6478 Slaidburn Road; and land north of Cross Lane, near Sandy Ford Brook, off the B6478 Slaidburn Road with highway mitigation works at various locations.

**Your Comments:** I would like to SUPPORT this application for the following reasons -

- it utilises roads specifically built to accommodate heavy vehicles (Pimlico Link Road) where possible, rather than narrow country lanes
- the egress from Pimlico Link Road to the A59 I'd far safer than that from Chatburn and was built to assist drivers of slow, heavy vehicles
- it avoids a long section of narrow country lanes
- it avoids two major (Chatburn and West Bradford) and two minor (Grindleton Bridge area and west of West Bradford) communities
- it avoids parking disruption to residents and business, especially in Chatburn.
- it negates the need for a number of road widening sites which would never be returned to their current state

regardless of how much effort was applied

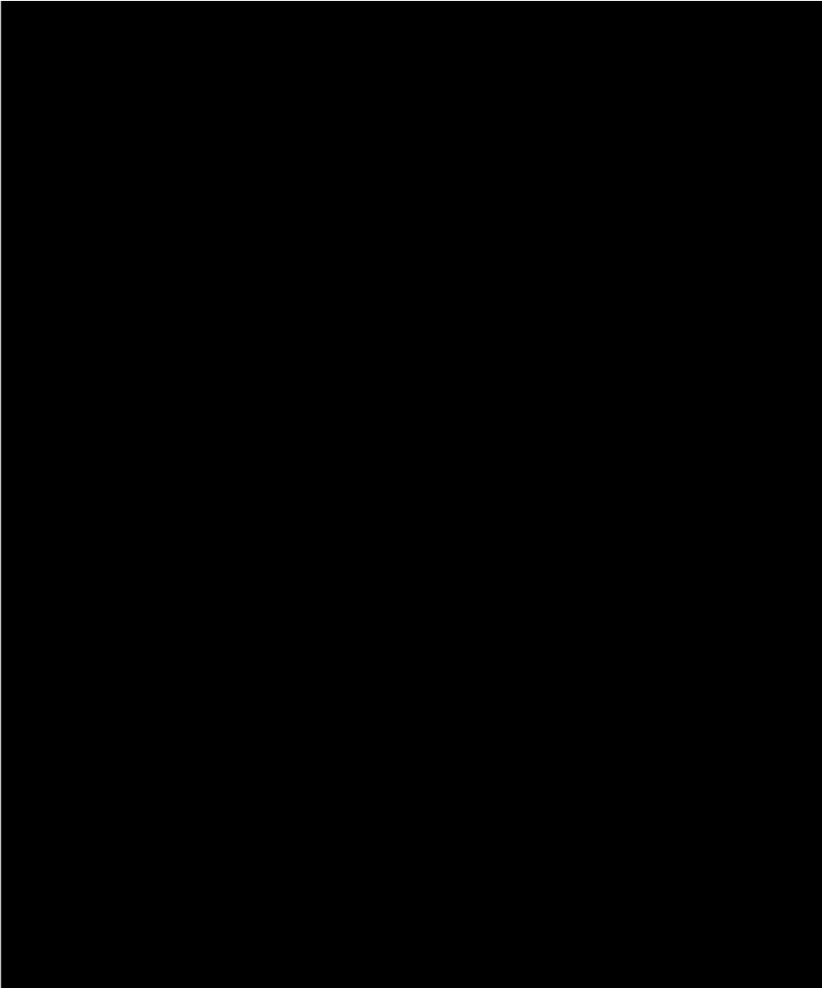
- with the help of LCC it could provide a permanent partial bypass for West Bradford
- it enables the use of suitable sites for the park and ride scheme and marshalling areas
- it will enable far more efficient contractor's traffic movement and therefore reduce the atmospheric pollution in the area

## Nicola Gunn

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 September 2021 13:32  
**To:** Web Development; Planning  
**Subject:** Planning Application Comments - 3/2021/0660

**Title:** Other



**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 would like to OBJECT TO this application on the following grounds -

- It will cause major traffic disruption to three communities which can easily be avoided using route 2.
- this disruption will make it very difficult for emergency service vehicles to access properties on the proposed route and surrounding areas
- it uses roads never intended for such high volumes of heavy traffic
- parking restrictions in Chatburn will create major problems for both service providers AND users
- parking restrictions will exacerbate the already difficult residential parking issues
- many of the road widening sites will NEVER return to their original state even with major input from contractors after the work is completed.
- the works required will be a blight on the character of the Chatburn Conservation Area and will allow work that would not be considered appropriate in other circumstances.

**Nicola Gunn**

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**From:** [REDACTED]  
**Sent:** 27 September 2021 16:41  
**To:** Planning  
**Subject:** App no 3/2021/0666 & 3/2021/0661



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

Dear Sir,

I am writing to object to the above planning application and the detrimental effect it would have on Chatburn.

It is too much to expect that amount of traffic through our village every day, the infrastructure just isn't there. Where are all the residents meant to park for six years? There is literally nowhere to park as it is!

I am also concerned for the children and elderly who may get injured trying to cross the road.

Please please please get the water company to do the proposed diversion, they can afford it, whereas this will really have adverse consequences for our little village.

Many thanks

[REDACTED]

## Nicola Gunn

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**From:** [REDACTED]  
**Sent:** 27 September 2021 21:54  
**To:** Planning  
**Subject:** Haweswater Aquaduct Resilience Programme.

Dear Sir

I would like to make the following comments with regards to HARP Planning Applications :  
3/2021/0660 and 3/2021/0661.

Application 3/2021/0660 proposes to take HGVs through the villages of Chatburn Grindleton and West Bradford which is to the detriment of all three communities. After studying this route in great detail I can only come to the conclusion that the applicant has not seriously thought through the implications and impracticality effect it will have on both the residents and highway.

I can see no reason why residents should have to suffer for many years with noise, property vibration, fuel pollution, traffic congestion and parking issues when there is a perfect alternative solution within Application 3/2021/0661. Ribble Lane in Chatburn is a major problem with on street parking needed and the width of the lane being very narrow, I cannot see how this stretch of highway can function properly with this proposal.

I note that there is no mention within the Application of where parked vehicles (which are parked outside of residents terraced properties) would be moved to if double yellow lines had to be installed for continuous access of the highway. Certainly in Chatburn finding another area to park vehicles would be impossible.

Application 3/2021/0660 would also have a detrimental impact on the local economy. Chatburn is very fortunate to have thriving business within the centre of the village but if this Application was to be successful the impact on these business would be catastrophic. Many residents of local villages come daily to use these outlets but with parking restrictions and highway congestion they would look elsewhere and with restrictions lasting for many years the eventual outcome would be bleak.

After studying Application 3/2021/0661 there is no doubt in my mind that this haulage route is the one that must be taken forward for so many reasons. Avoiding residential areas, a purpose built HGVs highway from the A59, a temporary crossing over the River Ribble just a few hundred meters from the United Utilities employees parking compound which has been made available by Hanson Cement, no congestion or fuel pollution in Clitheroe and the 3 villages previously named and a very much better Carbon Footprint with HGV traffic movements greatly reduced over many years.

I hope you can agree with me when you make your recommendations and reject Application 3/2021/0660 and please support Application 3/2021/0661.

Yours Sincerely

[REDACTED]



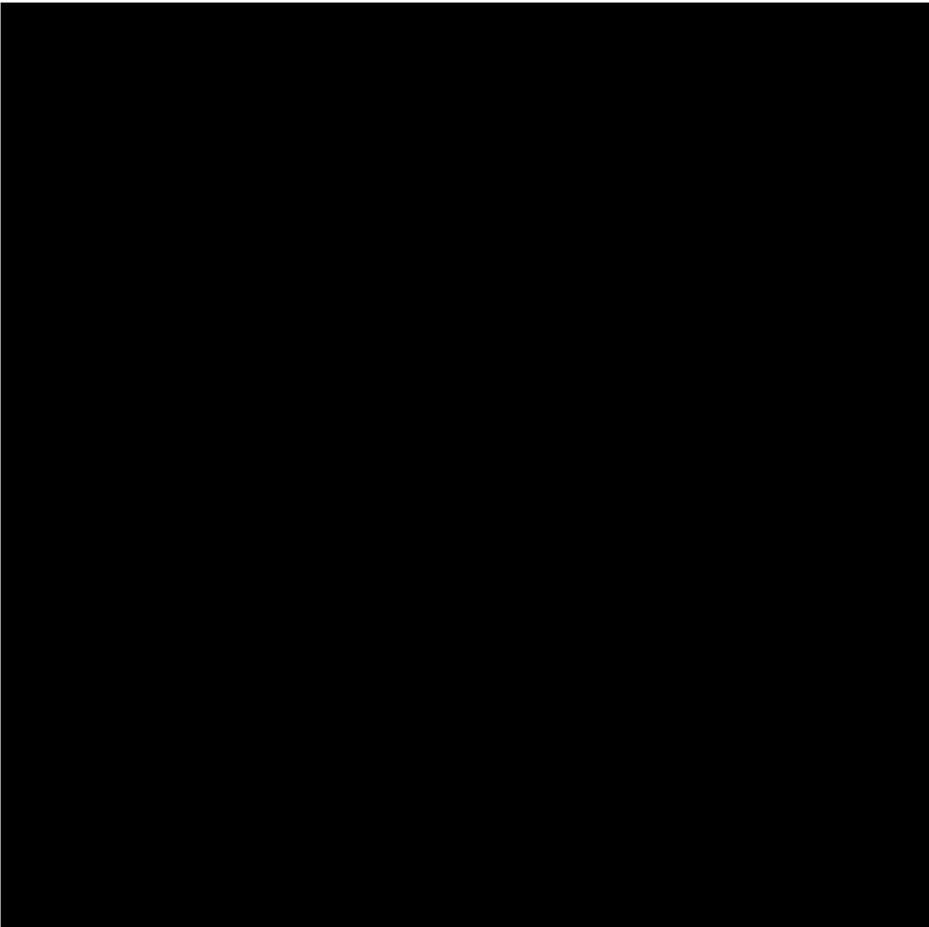
**Nicola Gunn**

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 September 2021 17:35  
**To:** Web Development; Planning  
**Subject:** Planning Application Comments - 3/2021/0661

**Title:** Other

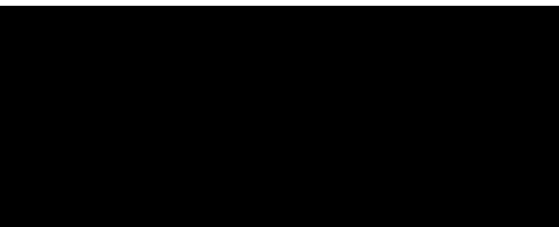
**Please Specify:** .



**Planning Application Reference Number:** 3/2021/0661

**Address of Development:** Marl Hill Section - land northwest of New Laithe Farm off the B6478 Slaidburn Road

**Your Comments:** Planning Applications: LCC/2021/0015 –  
RVBC 3/2021/0660  
RVBC 3/2021/0661



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

[REDACTED]

The concern about the matters relating to haulage from the proposed tunnels is so great, that several public meetings have been held and Newton HARP Monitoring Group has been formed with the following objective – ‘To work with Lancashire County Council, Ribbles 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 aid 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](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](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](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.

**Nicola Gunn**

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**From:** [REDACTED]  
**Sent:** 27 September 2021 17:30  
**To:** Planning  
**Subject:** Application Nos 3/2021/0666 & 3/2021/0661



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,

I am writing in support of route 2. [REDACTED] and do not want hGV's roaring past my home 12 hours a day 6 day's a week for a minimum of six years. Please rsvp with the numbers for and against, in the interest of fair play.

[REDACTED]

**Nicola Gunn**

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**From:** [REDACTED]  
**Sent:** 27 September 2021 17:24  
**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.

For the attention of John Machoic, planning department

Dear John Machoic

We live in Chatburn and we are writing to you regarding the proposed HGV route through the village for the Haweswater Aqueduct. We feel that the proposed route is totally unworkable for several reasons.

Firstly the number of lorries passing through, via a road which already can cause chaos at school times due to buses besides cars. This road is narrowed due to residents parking, but they have no alternative! Also it would greatly compromise the businesses.

We urge you to recommend route 2 which would create the least disruption to all villages as this is for at least six years..

[REDACTED]

## Nicola Gunn

---

**From:** [REDACTED]  
**Sent:** 27 September 2021 18:11  
**To:** Planning; Cllr S Atkinson; Cllr R Elms; Cllr I Brown; john.malcolc@ribblevalley.gov; bowland@lancashire.gov.uk  
**Subject:** For recording against Planning application ref 3/2021/0660 & Planning Application ref 3/2021/0661  
**Attachments:** Group Combined response V5.docx

 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.

Good Evening all

Apologies for reaching out to you directly and we hope this email finds you well.

Attached is an initial response from the villagers of Newton-in-Bowland to the initial planning applications for the HARP project.

As expected it appears that there have been lots of individuals from villagers along the alternative proposed traffic routes, such as Chatburn and West Bradford, stating a preference on a desired route - understandably aligned to their own geographical location and impact.

Unfortunately the Hodder Valley Residents, and in particular Newton, have no such choice and as well as the significant and irreversible impact the scheme in its current design will have on our ANOB, wildlife, businesses, visitors, tourism, community, farms and livelihoods, not to mention the and a constant stream of lorries we also have to have the prospect of 24 hour drilling, lighting, diesel generators with a couple of hundred meters of out very smalls and peaceful village.

We have tried very hard to support and engage with United Utilities, offering potential alternative solutions in the hope that they will see the opportunity to allay the anxiety within the community. These meetings have resulted in us being referred back to the planning application documents and as such our offers to work together on solutions declined. There is a strong feeling that given the size of the scheme that United Utilities have the legislative support to see the planning application process through without consultation, amendment or engagement. The "collaboration" events have not been effective and far from the "consultations" they have indicated have taken place.

We will continue to try to engage, despite the behaviors demonstrated so far, however in the meantime understanding how busy you are we have provided the detail and also a summary on the final page of the concerns we have and would welcome any support or guidance you can give us. Should you need any further information or we as a community can help inform or support in any way please do let us know. You are of course always welcome to attend any of our meeting or sessions.

Many thanks

[REDACTED]

Planning Applications: LCC/2021/0015 –  
RVBC 3/2021/0660  
RVBC 3/2021/0661



21<sup>st</sup> 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<sup>1</sup>**.

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			No impact	
Disruption to Farm Traffic		Marginal impact	Marginal impact	Mixed impact	
Environmentally polluting	Marginal impact				
Noise, mud and dust nuisance	Marginal impact	Marginal impact	Marginal impact		
Public Safety	Marginal impact	Marginal impact	Marginal impact	Marginal impact	
Efficiency: lean construction	Good prospects	Good prospects	Good prospects		
Damage to highway	No impact	No impact	No impact	No impact	
Legacy Potential	Excellent	Excellent	Excellent	Marginal	

The concern about the matters relating to haulage from the proposed tunnels is so great, that several public meetings have been held and **Newton HARP Monitoring Group** 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:

<b>1</b>	The application does not include a detailed Construction Traffic management plan	
<b>2</b>	No evidence has been supplied to demonstrate any consideration of any scheme other than the use of the existing road network	
<b>3</b>	There is inadequate detail regarding carbon emissions, reduction thereof and no attempt to address the climate emergency as part of a holistic transport scheme.	
<b>4</b>	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	
<b>5</b>	<p>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.</p> <p>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.</p> <p>These figures relate only to HGVs which supposedly represent 50% of proposed vehicle movements during this project.</p>	
<b>6</b>	<p>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.</p>	
<b>7</b>	<p>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.</p>	
<b>8</b>	The application indicates the proposals will not require diversions to the rights of way which is incorrect – see HARP plans submitted to RVBC.	
<b>9</b>	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.	
<b>10</b>	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”	
<b>11</b>	<p>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</p>	
<b>12</b>	<p>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.</p>	

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/AONB 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](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](https://www.ribblevalley.gov.uk/planx_downloads/21_0660_EIA_Vol2_Ch18_Noise_and_Vibration.pdf)

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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.

## Nicola Gunn

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**From:** [REDACTED]  
**Sent:** 28 September 2021 12:26  
**To:** Planning  
**Subject:** Chatburn HARP

  
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 the Planning officer  
With reference to application no's 3/2021/0666 & 3/2021/0661

We are emailing you [REDACTED] Chatburn with regards to the Haweswater Aquaduct Resilience Programme (HARP)

We are objecting to the proposed ROUTE 1 and we are in full support of the United Utilities ROUTE 2- with a purpose built bridge built at West Bradford taking the HGV's to Waddington fell, this cuts down the huge effect of HGV's through not only our village of Chatburn but also Grindleton and West Bradford.

If the proposed route 1 is allowed to go ahead, this would have a catastrophic, irreversible effect on the village and residents of Chatburn.

Ribble Lane is already so so busy with large vehicles, buses and school vehicles, not to mention the ever increasing volume of car and van traffic, continuous HGV vehicles will make this issue much much worse. Ribble Lane is already dangerous to cross and this is made worse at school times, continuous HGV's will compound this potentially dangerous problem.

HGV's thundering down Ribble lane, continuously every 6 minutes, 12 hours a day, for a minimum of 6 years will have a massive adverse effect on parking on Ribble Lane and the surrounding residential streets- where are we all supposed to park???

Parking in our village is already a huge, ongoing problem. Our village is massively congested and this will hugely compound the issue! WHERE will all residents cars be parked?

[REDACTED] I am massively concerned where we will be able to park, if we cannot park outside our [REDACTED] house- as we use on street parking and as with houses on Ribble Lane aren't lucky enough to have off street parking or garages. This lack of parking will also have a massive negative effect on the village shops and businesses.

Every winter we see vehicles of all sizes sliding, skidding and struggling to get up/down the hill on Ribble Lane, opposite Greenfield Avenue, when we have snow and ice, as Ribble Lane is ALWAYS inadequately gritted, this will become a very dangerous situation with the proposed, massive amount of HGV's pounding through our village, all year round. Will RVBC continuously grit this route all through the winter months?

What about the effect of HGV's on our village roads, which are in need of resurfacing anyway!

What about the effect of HGV'S on the structure of our houses especially -the ones on or close to Ribble lane?

What about the negative effect of route 1 on our village house prices?- no parking outside your property, dangerous continuous HGV's thundering past your property, polluting our village, residents will be unable to sell their property and property will become hugely devalued!

What about the huge potential in residents ill health due to the massive amount of fumes/emissions from the humongous amount of daily HGV'S - we chose to live in a village which means FRESH CLEAN AIR!!!

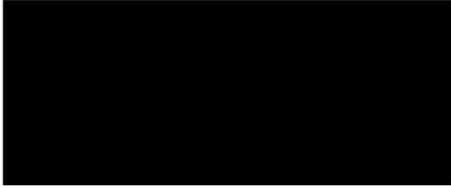
School children will be put in danger of HGV traffic and the effect of HGV fumes!!

By adopting route 2 -HGV's will use roads designed for HGV's- down Pimlico link road and not small, village 'B' roads as proposed in route 1!

Why are RVBC even considering letting United Utilities use route 1 through village locations?

Would you HONESTLY want HGV's coming past YOUR house,EVERY 6 minutes,12 HOURS a day,for a MINIMUM of 6 YEARS!!!!!!

Please ,please consider the above points and all of the objection letters and emails you are receiving from Chatburn residents.



**Nicola Gunn**

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**From:** [REDACTED]  
**Sent:** 28 September 2021 14:31  
**To:** Planning  
**Subject:** Applications 3/2021/0666 & 3/2021/0661



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.

Good afternoon

I wish to object to the above planning applications.

The reasons for this are noted below.

1. Danger from the heavy traffic going through the village
2. Noise throughout the day 5 days a week
3. Parking issues
4. Impact to access to our villages stores.

[REDACTED] have lived in Chatburn all of our lives and now we are at an age we were hoping to enjoy our village in peace and quiet.

Finally, we understand you have an alternative and would ask you to look at this rather than bring this disruption through Chatburn

Kind Regards

[REDACTED]

PLANNING

29 SEP 2021

FOR THE  
ATTENTION OF

