From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>

Sent: 01 July 2021 12:54

To: Web Development; Planning

Subject: Planning Application Comments - 3/2021/0660



Locality:

County: Lancashire



Planning Application Reference Number: 3/2021/0660

Address of Development: Specifically the land west of Newton in Bowland

Your Comments: THERE IS NOTHING IN THE DEVELOPMENT DESCRIPTION DETAILING THE LENGTH OF THE WORKS, WHICH I AM LED TO BELIEVE COULD BE UP TO 8 YEARS WHEN CONTINGENCY TIME IS BUILT IN.

"a series of local highway works together with a temporary satellite park and ride facility and a vehicle marshalling area" DOES NOT DESCRIBE HOW MANY VEHICLE MOVEMENTS THERE WILL BE EACH DAY ON THE FELL, HUNDREDS WE ARE TOLD.

I WOULD LIKE TO CHALLENGE UU ON SECTION 16.6.1 WITH RESPECT TO THEIR EFFECTS OF INCREASED TRAFFIC FLOW NEVER BEING SEEN AS MORE THAN A MODERATE EFFECT ON THE RURAL TRAFFIC FLOW.

SURELY SLOW HGVs ON THE FELL ROAD WILL HAVE A SIGNIFICANT DISRUPTION TO TRAFFIC FLOW, ESPECIALLY AT PEAK TIMES WHEN UU HAVE STATED THAT "An additional HGV every 3.3 minutes" IS FORECAST - YET THEY HAVE CLASSED THIS AS NEGLIBLE ON THE SLAIDBURN ROAD SOUTH AND "HGVs per 12 hours would increase from 212 to 439 at the peak of the project's construction. An additional HGV every 2.6 minutes." ON HALGATE HILL - A CLASS

ONE CYCLING HILL IT'S SO STEEP - IS ALSO SEEN AS NEGLIGIBLE, SINCE WHEN IS A DOUBLING OF TRAFFIC AT A PEAK TIME NEGLIGIBLE?

THEY STATE THAT "it is understood that there could be spillages associated with it which could result in accidents." AROUND THE NEWTON IN BOWLOAND SURPLUS COMPOUND YET HAVE ATTACHED ZERO EFFECTS TO SUCH AN INSTANCE, CLASSING IT AS N/A.

ALMOST EVERY EFFECT UU HAVE CATEGORISED IS "NEGLIGIBLE, SLIGHT OR NOT SIGNIFICANT", YET EVERY EFFECT IS GOING TO TRANSFORM THE DAILY LIVES OF THOSE WHO TRAVEL ON THE ROADS TO AND FROM NEWTON AND SLAIDBURN, EVEN TRAFFIC FOR DUNSOP BRIDGE WILL INCREASE FROM THE WEST OF THE TOWN PAST WHITEWELL AS PEOPLE AVOID HALGATE HILL ROUTES TO DUNSOP BRIDGE.

WHEN DO UU ANTICIPATE THE ROAD CLOSURES, a requirement for phased short term road closures when constructing the highways works"? THAY SAY THESE ARE POSSIBLE BUT WE ALL KNOW THEY ARE DEFINITE.

WHILE APPRECIATING THAT THE WORKS ARE NECESSARY AND THAT YOU WILL PASS THEM I WOULD ASK THAT UU DESIGNATE A NAMED REPRESENTATIVE, BASED ON SITE, WHO CAN WORK WITH THE LOCAL COMMUNITIES TO MINIMISE DISRUPTION AND HEAR OF ISSUES AND SUGGESTION TO IMPROVE THE ALMOST DECADE LONG DISRUPTION THAT THIS PROJECT WILL BRING, AND THAT THE COUNCIL DO NOT PASS THIS APPLICATION UNTIL SAID NAMED REPRESENTATIVE IS NOMINATED..

Planning

Sent:

11 August 2021 09:33

To:

John Macholc

Cc:

Planning

Subject:

R&U Planning Application Comments - 3/2021/0660

Categories:

xRedact & Upload

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>

Sent: 10 August 2021 16:16

To: Web Development < webdevelopment@ribblevalley.gov.uk >; Planning < planning@ribblevalley.gov.uk >

Subject: Planning Application Comments - 3/2021/0660



Locality:

County: Lancashire



Planning Application Reference Number: 3/2021/0660

Address of Development: Bowland Tunnel compound, Harp project

Your Comments: Wildlife and conservation concerns

Concerns relate to the application by United Utilities PLC for the construction of engineering works, compound, temporary haul route and bridge for the Bowland HARP tunnel entrance.

General concerns:

The works involved for the above applications will have significant impact:

- · within an AONB
- within or directly adjacent to two local Biological Heritage sites namely Gamble Hole Farm Pasture and the River

 Hodder
- on a variety of mammal, aquatic and bird species including species prioritised and protected by law
- · on agricultural land, including hedgerows and trees.

In general terms, we would expect that any impact on the above should be demonstrated to be

- · unavoidable
- adequately mitigated or compensated for where harm cannot be avoided
- quantified in a manner that makes adequate reinstatement of habitat demonstrable at the end of the project.

River Hodder

The application for the Bowland tunnel construction site 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
- potential pollution of river water due to run off from the construction site this would be into a river which currently is flourishing, having increasing numbers of salmon and kingfisher (due to improved water quality) in recent years.
- OTTER family. Of significant concern, is the likelihood of disturbance to a family of otters which has taken
 residence just downstream of Newton, on a stretch of river that will be severely affected by the proposed
 engineering works. Knowledge of the otters' presence is not widespread mainly to minimise any potential
 disturbance of them. Their extremely elusive behaviour means that we have concerns that their presence would not
 be spotted on surveying site visits. I have photographic and video evidence of their presence, which can be provided
 to the ecology team, if helpful. Otters are highly protected under sections 9 and 11 of the Wildlife and Countryside
 Act 1981 and therefore will need to be subject to significant protection measures as part of this project.

Biodiversity gain and Mitigation

I am aware that, under the forthcoming Environment Act, it will be a mandatory requirement to apply a 10% Biodiversity Net Gain to projects such as these. It is our understanding that United Utilities have already made a commitment to this. This is something that is welcomed. As part of a successful application, I would like to see supporting documentation of how this will be measured and achieved in a quantifiable way. We would also like to stipulate that this gain is achieved within the areas affected by the project and not 'offset' somewhere else within the parent company.

The Application is very vague and nonspecific in how protection of wildlife will be achieved, how it will be mitigated for and how any compensatory wildlife measure will be offered. Phrases such as 'wherever possible' and 'as per guidelines' are peppered throughout the application. This makes it very difficult to judge how protection will actually be achieved and monitored and also how the applicant can be held to account. I would hope that if permission is granted, that it would be subject to more specific and quantifiable measures being provided by the applicant and set as strict conditions for any successful application.

I would hope that any successful application by Utd Utilities PLC would only be agreed with commitments to address our local wildlife and environmental concerns and strictly adhere to the advice provided in the extensive ecological surveys conducted by the relevant regulatory bodies.



PLANNING APPLICATION

REF 3/2021/0660



Dear Mr Macholc

Thank you for your information re Planning Application No 3/2021/0660

We note a more in-depth report has been forwarded regarding this planning application

Our comments are as follows:

- We purchased our property in an area of outstanding natural beauty and dark sky status to enjoy just that, not to be disrupted for years by a Manchester based programme that has no advantage for our area.
- My family just as all families based here, have the right to enjoy our life without worrying over pollution which will be sustained over a 5 year (at best) period.
- We have the right to enjoy our life without perpetual drilling noise, vibration, light pollution and heavy vehicle/generator noise.
- We will have to endure continual traffic as these heavy vehicles travel to and from site each day and the wear and tear on the road in and out of Newton, resulting in constant repair of the main road in and out of Clitheroe.
- 5. In this timeframe, and a will other children, all in an area of outstanding beauty!
- near the drilling site which will undoubtedly be affected by the ground works disruption in land and water, within the landscape.
- 7. The drinking water to is supplied by a natural spring, no assurance to date has been given that this will be maintained to the level we have now or if contaminated the alternative supply.

8. We all know many promises will be made but delivery on those promises will be as little as possible to keep profits high, it is up to the Borough Council to protect us all.

In summary this project for profit of a private company will have no benefit for the people of Ribble Valley just worry, disruption and pollution. Please reject this application to protect this area of outstanding natural beauty.

I also fear this project will be sort lived and proved to be a waste of time as the only long term solution for the UK water supply would be a national grid.

Best Regards



Planning

Sent:

17 August 2021 10:59

To:

John Macholc

Cc:

Planning

Subject:

R&U Planning Applications. 03/2021/0660. Newton In Bowland. Objection.

Attachments:

. RVBC Planning Objection.docx

Categories:

xRedact & Upload

From

Sent: 17 August 2021 10:52

To: Planning <planning@ribblevalley.gov.uk>

Subject: Planning Applications. 03/2021/0660. Newton In Bowland. Objection.

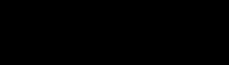
♠ External Email

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

Dear Sir or Madam.

I wish to object to the Panning Application 03/2021/0660.

My details are as follows.



Submitted, 17th August 2021.

This application relates to the Haweswater Aqueduct Project and the proposed works in and around Newton In Bowland and the Slaidburn Road up to Waddington Fell Quarry.

The attached document details my specific objections.

However, in summary I would say that the proposed works will devastate the area around Newton In Bowland and the residents and visitors to the Hodder Valley AONB for up to seven years.

This is way beyond acceptable and United Utilities should not be granted planning permission to proceed.

They need to find an alternate route or methodology to transport water to Greater Manchester.

I look forward to you refusing the application.

Yours faithfully.

Sent from Mail for Windows

REVIEW OF PLANNING APPLICATION

Ribble Valley Borough Council. Application 3/2021/0660

The planning application listed above is intrinsically linked with the LCC planning Application (LCC/2021/0015) to develop Waddington Fell Quarry, both requiring each other to happen.

However, it is the planning application to RVBC 3/2021/0660 that I am raising an objection to.

The objections to the project fall into 3 distinct categories: -

- Transport and highways
- Environmental
- Other considerations

Transport.

Covering the access to the HARP compound sites of Fober Farm and Marl Hill, access to the B6478 Slaidburn Road at Newton, the B6478 Slaidburn Road up to WFQ and access to the WFQ site.

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.

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.

The proposals envisage an additional 675000 vehicle movements along this road during the 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.

It is suggested that at peak there will be 175 visits to the WFQ site each day with an average of 105 site visits each day during the project.

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.

This is in addition to the existing traffic and can only be described as a catastrophe for the residents of the Hodder Valley whose journeys over the B6478 will be severely impacted for at least 6 years.

This is not acceptable.

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 is a joke and will have no impact on removing congestion from the road or improving travel time from Newton to Clitheroe.

A fully loaded HGV leaving the B6478 access at Newton Bridge heading up hill to the WFQ site is unlikely to achieve anywhere near this speed, and this is happening every 2 minutes at peak, creating severe congestion.

The plan to remove spoils from the Newton and Marl Hill compounds via the B6478 is severely flawed and unworkable. It will result in an untenable situation for the residents and visitors to the Hodder Valley not to mention the life-threatening impact on emergency service access to the area.

Environmental Impact.

The Hodder Valley sits in an AONB. At night there is no sound except for a few sheep and an occasional owl hooting.

There is no artificial light in the valley except for that which comes from the residential properties. The area has 'dark sky' status.

The propose projects will therefore have a significant impact on the area both through the excessive vehicle movements and the siting of the Marl Hill and Newton HARP compounds.

We will see....

- A significant reduction in air quality and a huge increase in pollution from HGV and other vehicle exhaust emissions, emissions from proposed diesel generators in the working compounds and the dust created by the tunnelling and movement of spoils between the sites. All this in an enclosed valley.
- Significant noise from the vehicle movements, proposed generators and works undertaken in the two compounds some of which will be outside the proposed working times as the compounds will be operating 24/7.
- Light pollution from the compound sites.
- Damage to the River Hodder water course and surrounding banks etc.
- Impact on wildlife. The area around the proposed 'temporary' bridge over the River Hodder is a spawning ground for the endangered wild Atlantic Salmon and Sea Trout that live in the river. There are also otters and other mammals to be found in this area adjacent to the water treatment works. There are many species of aquatic birds in the area affected.
- 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.
- Overall impact on the AONB both during and after the project.

Other considerations

There are other more general considerations to be taken into account.

- Damage to the water supply to dozens of properties in the valley who rely on natural boreholes for their water. They have no mains connections and any damage to this supply caused by the project will have a catastrophic impact on the farmers, their livestock and the residents affected. Bowsers and bottled water will be grossly inadequate in the event of losing their natural water supply.
- Loss of agricultural land.
- Lack of any form of compensation, particularly to the farming community whose livelihoods are being affected by these projects
- No consideration for the mental health and wellbeing issues of the residents of the
 valley who will be affected as a direct consequence of these projects. This represents
 a dramatic and significant change to the lifestyles of the communities of the Hodder
 Valley for at least the next 6 years.
- Effectively a 6 year plus blight on property in the area. Anyone wishing to move will be financially devastated by the proposed works and the effect on property valuation as the project makes the area totally undesirable.

CONCLUSION

These projects have been proposed to guarantee a water supply (from Haweswater) to areas of the Northwest for the coming years.

Haweswater was created in 1929 to provide water to the Northwest. However, whilst Haweswater and the aqueduct already exist, they are not the sole supply of water to the Northwest.

Just because they are there and formed part of a solution almost 100 years ago is not a reason to construct a new pipeline along the existing route.

There are many other assets available to supply the area with water, more so than there were when the original aqueduct was constructed. Why then are United Utilities not considering alternative supplies instead of this costly and hugely impactive project?

HARP is unnecessary and an anachronism given other solutions available to them.

The project will cause unnecessary harm and suffering both to the residents and the area that it effects.

It should not be given permission and United Utilities should be told to seek alternate sources of supply closer the the area where the water is to be used.



Sent: 18 August 2021 18:13

To: Planning

Subject: Planning app no 3/2021/0660 & 3/2021/0661

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.

As a Chatburn resident

I am very concerned about the disruption to the village during school bus run times as the traffic already comes to a standstill as it is, in the centre of chatburn without extra HGVs. Going through chatburn will hinder the progress of this programme extremely due to how busy the roads are anyway. Please seriously consider Route 2 as this will not disrupt the centre of any villages

Personally speaking it is often a struggle getting out of the village as it is.

Rega

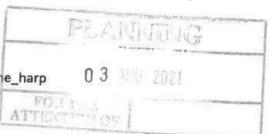
Sent from my Galaxy



Dear Sirs

HARP Planning Applications: 200294 planning nd buildings/1774/haweswater_aqueduct_resilience_programme_harp

applications 3/20214/0660 and 3/2021/0661



I wish to object n the strongest possible terms about the proposed plan to direct very heavy goods vehicles through Chatburn, Grindleton and West Bradford.

I have lived in this area for 25 years so I am well aware of the huge problems that this will cause.

1. Chatburn. The plan will require residents not to park on the side of roads especially on Ribble Lane. At the present most cars drivers are courteous and willing to wait to let other cars pass. There are two blind bends on this road where you cannot see what is coming towards you, particularly if you are driving from Chatburn towards Grindleton. Where are all the residents of these properties going to be able to park, let alone unload anything? In addition this is a bus route running from Clitheroe to several villages. It is also a school bus route so in the morning there are buses coming through Chatburn, down Ribble Lane and on the Grindleton bridge bringing students to Bowland High School between Grindleton and Sawley and back again in the afternoon. This problem is compounded by the fact that it is the school bus route taking students from the villages to Clitheroe Royal Grammar School and Ribblesdale High School in Clitheroe, travelling in the opposite direction. We already witness difficulties when these buses try to pass.

2 Grindleton. Ribble Lane exits Chatburn through a steep blind bend to go alongside the river to Grindleton bridge. This is a narrow road with no specified passing places. Cars buses and smaller lorries can usually squeeze, into one or two places where there is no stone wall. Imagine driving from Grindleton towards Chatburn, across the bridge and coming face to face with one of your very large HGVs. Where can the driver reverse to escape? Then there is the bridge itself which requires a sharp curve to enter and an equally sharp turn to leave. Will the size of the HGVs lead to damage to the walls and structures of the bridge? Then the road passes East View, where the residents will no longer be able to park in front of their houses and face the same problems as those in the Chatburn section of Ribble Lane. The next frightening hazard is the incredibly sharp turn at the foot of Grindleton Brow. I have watched large vehicles (probably smaller than yours) try to manoeuvre round this corner and it is terrifying. In addition, all the residents in Chatburn and Grindleton are worried that emergency vehicles will be impeded in getting to incidents, especially as you are planning to run some seventy vehicles per day.

3. West Bradford. The road from Grindleton to West Bradford is narrow and has at least one blind bend. In West Bradford, the cars of residents would also have to be a banned from on street parking. There is a very difficult bend to negotiate at The Three Millstones pub and restaurant. and another extremely hazardous bend at the entrance to Eaves Hall Lane. There is a further narrow bend by Waddington and West Bradford Primary school.



What arrangements would be made for parents to

drop off and collect children?

These are country roads, and that means there are farm vehicles and large tractors passing long them. What happen when they meet one of your vehicles?

I do appreciate the need for an effective water and

I see that there is an alternate plan to build a temporary bridge and access road that will bypass the villages and the school. I recognise that this will cause disruption to the landowners in its path but, after the completion of the work, the road etc can be demolished and the land restored, which, I believe, has happened in several Lake District projects. Please can I speak in favour of this solution. It would avoid the destruction of stone walls, part of our rural heritage, and the cutting down of some trees as indicated in your plan.

I deplore the damage to trees, so vital at a time when we face increasing climate change. In addition, it will, hopefully reduce the amount of pollution created, especially in the vicinity of the Primary School. (I am assuming that you will not be able to use electric powered HGVSI)

These roads are also used by pedestrians, dog walkers, cyclists and horse riders. You will destroying communities.

Yours faithfully,





The Director of Development, Council Offices, Church Walk, Clitheroe, BB7 2RA July 15th, 2021

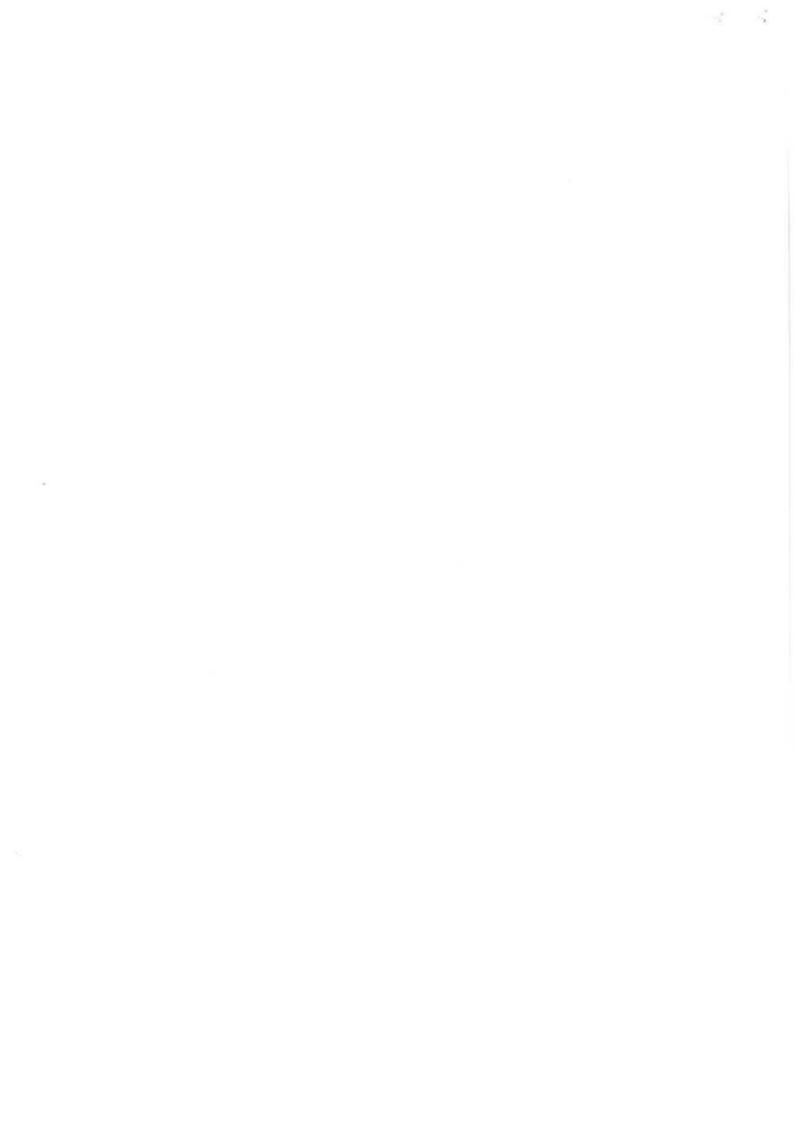
Ph. ATTENTION OF

Dear Sir,

Planning Applications 3/2021/0660 and 3/2021/0661

I write as a resident of Grindleton which is accessed from I have read in detail the Planning Applications from United Utilities and would like to make the following observations.

- This is a huge project, which will have a lasting impact on the Ribble Valley, particularly on the villages of Waddington, West Bradford, Grindleton and Chatburn. The project is set to run from 2023 to 2030, a long time-scale.
- 2. There will be a massive impact on hedges, trees and dry stone walls as roads are widened to accommodate the vehicles driving to the site, especially along the proposed Route 2. At a time when we are being encouraged to prioritise the environment, this would be a retrograde step. United Utilities are promising to make good any damage, but how will this be enforced after seven years?
- 3. The Council is actively supporting tourism within the valley. The huge numbers of vehicles using our country roads from 07.00 to 19.00, Monday to Friday, and 07.00 to 13.00 on Saturdays will destroy the very peaceful environment the Council is highlighting in promotional literature.
- 4. I use the Grindleton to West Bradford road on a daily basis and there are many users of this "rural single carriageway", as described in the plans, besides the drivers of cars and wagons. What will become of those who cycle, walk or ride horses when they are faced with abnormal loads on extremely large vehicles?
- The proposed Route 2 covers the roads needed for access to Bowland High, Grindleton Primary School and Waddington and

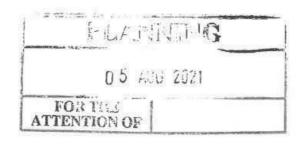


- West Bradford Primary School. United Utilities propose to suspend their traffic morning and afternoon to allow access to schools. Who will monitor this?
- 6. There is provision in the plans for a temporary haul route to be constructed across the River Ribble at West Bradford. Why can this route not be used for all traffic associated with the development, throughout the seven years, sparing Chatburn, Grindleton and West Bradford the worst effects of this project?

I would ask members of the Council to consider in detail the plans put before them and to ask themselves if they wish the peace of so many communities to be shattered for a very long period.

Yours faithfully,





3.8.21.

Re: Planning Applications 3/2021/0660 & 3/2021/0661

Dear Sir /Madam

I wish to object to the proposed Route 1 of the planning applications for the following reasons:

1. Road congestion and capacity

The Traffic Management Plan states that the 'Proposal attempts to minimise the number of movements through Clitheroe and surrounding villages so far as reasonably practicable'.

Point: The movement of AlLs through the Ribble Lane cannot be deemed 'practicable' when there are already frequent gridlocks due to the day to day traffic that passes through this route: a lorry, bus, or farm vehicle can cause significant delays because the roads already struggle with the current amount and type of daily traffic. Our community is served by the excellent shops on Bridge Road, Chatburn and the Spar has regular large vehicle deliveries which park on Ribble Lane; more vehicles will make these already difficult roads and junctions dangerous. In several sections of Ribble Lane the road is dangerously narrow in places as a result of the terraced housing where people have to park (and have a right to park). Local businesses will also be severely impacted.

2. Air pollution

The applications state that the movement of HGVs and abnormal load movements will take place between:

'09:00 to 14:45 and 16:00 to 18:45 Monday to Friday and on Saturday between 08:00 to 13:00'

Point: It is proposed that vehicles will regularly move through Chatburn to Grindleton, along East View, during the evening commuter time and at weekends. This will have a major and detrimental impact (congestion, noise air pollution) on all who travel regularly along these routes and live near to them.

In a second provided the proposed that the proposed in the proposed that the propose



3. Effect upon day to day life

The application states that there will be: 'Temporary parking restrictions where necessary and alternative parking provision where reasonably practicable.'

Along the whole of Ribble Lane people who are elderly, have children, are disabled or have mobility issues *cannot* park elsewhere; all these people need close access to their properties, especially during the winter months. Individuals have the right to be able to 'live' without being forced to park elsewhere for years. Under Route 1 proposals having deliveries, being collected by car, or even having a funeral procession will be impossible. The need or wish to move house will not be an option and property prices will be significantly affected.

near the Ribble Lane / Grindleton Brow/ Grindleton Road junction there is to be, according to proposals, a traffic light system over the bridge and a three way system at the road; we will be effectively trapped in our local community and at the mercy of people letting us out into a flow of traffic. We will be surrounded by noise and large vehicle fumes.

To conclude, we feel most strongly that the proposed Route 1 through the villages will have a massive and enduring negative impact upon these rural communities, and we urge that you adopt Route 2.





Planning

Sent:

16 August 2021 10:54

To:

John Macholc

Cc:

Planning

Subject:

R&U 3/2021/0660&3/2021/0661

Categories:

xRedact & Upload

----Original Message----

Fron

Sent: 16 August 2021 10:53

To: Planning <planning@ribblevalley.gov.uk>

Subject: 3/2021/0660&3/2021/0661



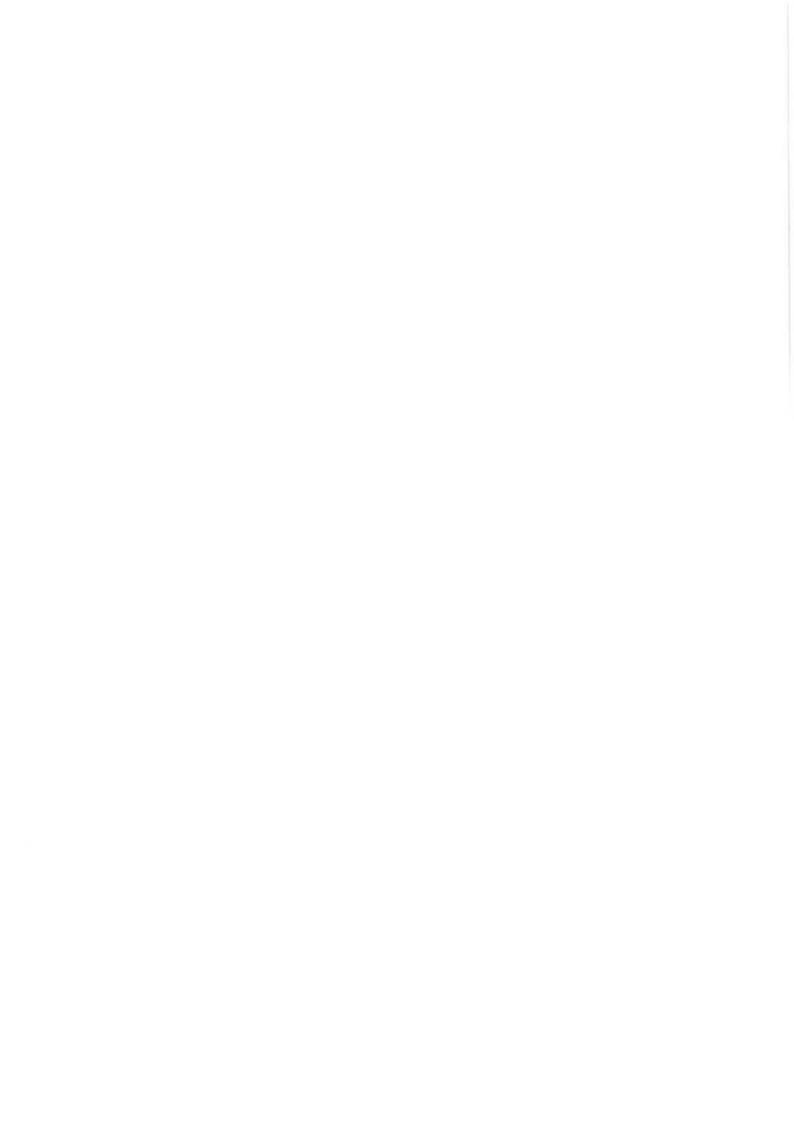
A External Email

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.

As a resident of Chatburn I am very concerned about route 1. This will grossly impact on the shops and businesses and parking on the relevant roads for residents. There are No alternative places to provide extra parking available on Chatburn and its roads are already very busy with traffic, school buses and HGVs which are not using the A59,but using Chatburn as a rat run.

ROUTE 2 is the obvious one.

It is obvious there will be the least impact on ALL the villages involved especially as HARP is expected to take 6 years to complete and traffic movements will be 5/10 vehicles or more per hour AND over weekends. There will also be HGV emissions and noise which is detrimental to the public and environment. I hope my observations will be discussed and noted. Yours sincerely



Planning

Sent:

16 August 2021 10:55

To:

John Macholc

Subject:

Planning R&U Planning application No's 3/2021/0660 & 3/2021/0661

Categories:

xRedact & Upload

From

Sent: 15 August 2021 17:13

To: Planning <planning@ribblevalley.gov.uk>

Subject: Fwd: Planning application No's 3/2021/0660 & 3/2021/0661

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 my iPad

Begin forwarded message:

From

Date: 15 August 2021 at 16:58:04 BST To: pianning@ribblevalley.gov.uk

Subject: Planning application No's 3/2021/0660 & 3/2021/0661

I write to register my objection to the above planning application.

Dear Mr Macholc,

Chatburn the increase in HGV traffic on that Lane would have an adverse and damaging effect on the area. The numbers of HGV traffic at the moment is excessive, many of which use it as a shortcut. which raises the question as to whether the proposed route has been monitored and data

collected as to the volume of traffic, on what is in fact a Lane, perhaps looking at the definition of a Lane might be useful.

It goes without saying that an increase in traffic brings with it air pollution and noise pollution. Then there are parking problems which will obviously arise. The area is also extremely popular with the cycling community any increase in traffic also brings with it an increase in the danger to other road users. Also increase in traffic causes damage to the road surface.

Given that United Utilities must have been planning this programme (HARP) for sometime, they should have realised that the access roads in rural areas, would always cause problems which they should have made provision for. It should also be noted that United Utilities are no longer owned by the public and are a profit making business, which is listed on the London Sock Exchange and as such they should have taken into account the obvious effect this application would have on rural areas and residents.

They should not be allowed to ride roughshod over the people that this proposal would affect. The only people who would benefit from the proposed application would be the investors in United

Utilities and it's Shareholders.

I therefore strongly object to these applications in there current form.



Sent from my iPad

Planning

Sent:

16 August 2021 10:56

To: Cc: John Macholc

Subject:

Planning R&U Planning Applications

Categories:

xRedact & Upload

Fron

Sent: 14 August 2021 18:29

To: Planning <planning@ribblevalley.gov.uk>

Subject: Planning Applications

Λ

External Email

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

Dear Sir, I write in connection with planning applications 3/2021/0660 and 3/2021/0661

I believe that Route 1 proposed by The HaweswaterAqueduct Resilience Programme (No. 3/2021/0660) would mean between 5 to 13 heavy goods vehicles per hour passing through Ribble Lane Chatburn, as well as other small villages in the Ribble Valley. This would be 5 days per week, with reduced numbers at weekends and that disruption would go on for a period of at least 6 years.

I am sure you are aware that Ribble lane, especially at the top end close to the Post Office is very narrow with the parked cars of residents making it even narrower. There is no suitable alternative parking for residents and people who wish to access the shops or businesses in Chatburn village.

The idea that this number of heavy goods vehicles will pass along this narrow road day in day out for a minimum of 6 years is inconceivable.

It would make the lives of the people living alongside the road intolerable.

As I live in Chatburn this is obviously my main area of concern but I also wish to raise serious concerns for the other areas which would be impacted by this scheme.

I believe that the Parish Council have proposed an alternative plan (Route 2. No. 3/2021/0661) which would not negatively impact the villages in the way that Route 1 would most certainly do.

I hope you will appreciate how great an impact Route 1 would have on the lives of the people of Chatburn, West Bradford and Waddington and the levels of distress it would cause. If this proposal was for a period of a few weeks it would be less concerning but for upwards of 6 years it seems intolerable.

Route 2 appears a much less disruptive option i hope you will give it serious consideration.

Kindest regards



Sent from Yahoo Mail on Android

From: Planning

Sent: 16 August 2021 10:58

To: John Macholc Cc: Planning

Subject: R&U Planning Application Nos. 3/2021/0660 & 3/2021/0661

Categories: xRedact & Upload

From

Sent: 14 August 2021 11:16

To: Planning <planning@ribblevalley.gov.uk>

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: Mr. John Macholc,

In regards to the proposed routes for the above planning applications to Haweswater Aqueduct Resilience Programme I wish to vote for Route 2.

This is due to Crowtrees Brow and Ribble Lane in Chatburn being used extensively by children and the elderly to walk to school, the playing fields and the many shops on a daily basis. Due to poor visibility already experienced by existing road users, further heavy vehicle use will certainly contribute injuries and increase risk of deaths.

I truly hope my concerns will be taken into consideration.

Yours faithfully



Planning

Sent:

16 August 2021 15:19

To:

John Macholc

Cc:

Planning

Subject:

R&U HARP

Categories:

xRedact & Upload

From

Sent: 14 August 2021 18:06

To: Planning <planning@ribblevalley.gov.uk>

Subject: HARP

A

External Email

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Planning Application 3/2021/0660 AND 3/2021/0661

Dear Ribble Valley Planning Dept,

With reference to the two planning applications:

I would strongly object to application 3/2021/0660 United Utilities.

Heavy goods traffic movement suggested to be between 5-10 per hour five days a week through quiet villages is unacceptable. Pollution from Heavy Goods Vehicle emissions will create incredible detrimental environmental issues. The roads are already in need of massive repair and this continuous level of HGV will exacerbate the problem. The propose route is on a secondary school route and school buses and HGV's will need to find ways to pass on very narrow dangerous roads.

I strongly agree with Planning Application 3/2021/0661 Chatburn Parish Council.

This alternative application would take the heavy traffic away from most of the village via Pimlico Road, this route is already used by Hanson Cement and HGV's are part of the function of that road. I believe the building of a temporary bridge over the river Ribble and a short stretch of road over fields to West Bradford should be the only consideration by the planning committee.

This project will be ongoing for 6 years and I would like to suggest that if councillors lived/live in a lovely quiet village such as Chatburn they would not want this disruption of application 0661 year after year. Application 0661 will alleviate this problem slightly and I believe be more acceptable to residence.

Planning

Sent:

18 August 2021 10:31

To:

John Macholc

Cc:

Planning

Subject:

R&U Construction traffic through Chatburn

Categories:

xRedact & Upload

From:

Sent: 18 August 2021 09:06

To: Planning <planning@ribblevalley.gov.uk> Subject: Construction traffic through Chatburn

▲ 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.

Good morning. Are United Utilities aware that we already have a traffic, and parking problem in Chatburn. This construction traffic will make these problems much worse. It seems that some of this traffic will occur during the hours of darkness. You will be aware that we have old persons cottages in Chatburn and all the shops are on the opposite side of the road, these people have to (run the gauntlet at present) and it has been a miracle that there hasnt been a fatality up to now. This construction traffic will make the problem much worse.

Regards



Sent: 18 August 2021 11:54

To: Cc:

Planning Cllr G Scott

Subject:

Planning applications 3/2021/0660 and 3/2021/0661



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.

Dear Sir / Madam

I wish to object to planning application 3/2021/0660 on the following grounds:-

- The proposed route passes through a residential area Ribble Lane is a narrow road with narrow footpaths. There would be high levels of HGV emissions and noise pollution unacceptable in such a residential area. Pedestrians would be put at risk of heath problems due to excessive engine pollutants from the HGV's, especially young children, many of whom are walked to and from Chatburn Primary School via Ribble Lane.
- Ribble Lane is also used as a primary bus route from Chatburn to Bowland High School. This would cause unacceptable disruption and increased danger to children using this service. The junction with Bridge Road is a particularly dangerous junction, with school busses often having to halt traffic to allow pupils access and egress from the buses. Whilst private vehicles can continue through this junction at these times, HGV's cannot and using Ribble Lane would cause unnecessary tailbacks and traffic jams, again adding to pollution and noise.
- Residents would not be able to park on Ribble Lane. The side streets are already overflowing and a number of complaints about dangerous and illegal parking have been made to LCC Highways Department. Removing the ability to park residents cars on Ribble Lane would add to the already overcrowded side streets, as well and reduced parking facilities. This would in turn have a massive impact on the local businesses in Chatburn, many of whom may become unviable. Additional parking facilities MUST be provided by United Utilities if this route is used.
- The bridge on East View is wholly unsuitable for HGV's of this number on a daily basis. The houses along East View would need additional parking as the road hear is one lorry wide at the most. Again the environmental impact to residents would be unnecessary.

wish to support planning application 3/2021/0661 on the following grounds:-

- The majority of this route does not impact on residential areas.
- Pimlico Link Road is already a route used daily by HGV's from both the Cement Works and Massey Ferguson. It seems more logical to use this route as it has a diminished effect on the environment, residents and is a more direct route.
- This route has none of the dangers to pedestrians or school children that 3/2021/0660 poses. THIS IS A SAFER ROUTE and there are less likely to be accidents or road fatalities.

Kind regards

Virus-free. www.avg.com