

[REDACTED]

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**From:** Planning  
**Subject:** FW: Planning Application Comments - 3/2021/0660 FS-Case-491790914

**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 28 February 2023 12:00  
**To:** Planning <planning@ribblevalley.gov.uk>  
**Subject:** Planning Application Comments - 3/2021/0660 FS-Case-491790914

[REDACTED]

Lancashire

[REDACTED]

**Planning Application Reference No.:** 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

**Comments:** I am writing to object to this planning application because of the following reasons.

Newton in Bowland is an AONB and the project itself and the amount of extra traffic, in particular LGVs and HGVs, will have a detrimental affect on both noise and air quality as pollution of both will significantly increase. The roads are not compatible to accommodate such quantity and size of vehicles needed for this project. The roads which will be used in some parts pass very close to houses. The quality of the roads at the moment are in a poor state of repair and dangerous in many places with pot holes and missing top layers of tarmac so how will the roads sustain the enormous traffic increase?

How are commuters and delivery drivers, who work against the clock, going to negotiate slow moving vehicles on steep gradients? It's obvious that risks will be taken on the roads particularly when you have fully laden HGVs ascending the 15% gradient on Hallgate Hill for example.

Not only is Newton In Bowland in an AONB, Bowland has some of the darkest skies in England and been granted official status as a Dark Sky Discovery Site. This status attracts many tourists to the area and if this planning application were to go ahead it will have an impact on this status and reduce the amount of tourists to the area, therefore affecting local businesses.

The Forest of Bowland has also recently been recognised by National Geographic which will no doubt encourage more visitors to the area.

There are many public views from various points in the area which will be affected by all aspects of HARP which I thought would be protected such protection enhanced because of the AONB status.

I am extremely worried about the culvert which goes under Culvert Cottage then under the road being able to withstand all the extra weight and vibrations caused by the increase in traffic and in particular HGVs.

As a walker and cyclist I'm also concerned about the safety of pedestrians, dog walkers and cyclists and also wildlife. There are no pavements in Newton in Bowland and surrounding areas and the narrow roads are already dangerous enough without the massive increase in traffic.

Regarding cyclists, having looked on Strava there have been 180 cyclists on Hallgate Hill, Newton in Bowland from 1 January 2023 to 28 February 2023. That's just the cyclists who are on Strava so you can add to that cyclists who do not post on Strava.

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 February 2023 21:50  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2021/0660 FS-Case-491589981

**Categories:** xRedact & Upload

[REDACTED]

Lancashire

[REDACTED]

**Planning Application Reference No.:** 3/2021/0660

**Address of Development:** HARP project Marl Hill

**Comments** [REDACTED] very concerned about this project and the proximity of such large amounts of HGV [REDACTED] [REDACTED] in a very vulnerable position for this traffic. We have concerns re impact of the HGVs on [REDACTED] and how this will be monitored and dealt with if issues arise? The increased level of dust and noise directly to [REDACTED] likely need to have new windows put in to make this manageable - UU said they would look to support this financially - but [REDACTED] have heard nothing from them for over a year. [REDACTED] also worried about the risk of incident with such large amounts of HGV coming up and down the fell road, there is no pavement outside [REDACTED] house and a tight junction. This surely poses a huge risk of incident putting both pedestrians and our property in danger? [REDACTED] feel there has been very little/ no communication or attempt to consult with residents such as [REDACTED] who are going to be so directly and negatively impacted upon by this project.

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 27 February 2023 21:32  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2021/0660 FS-Case-491586460

**Categories:** xRedact & Upload

[REDACTED]

Lancashire

[REDACTED]

**Planning Application Reference No.:** 3/2021/0660

**Address of Development:** Hallgate Hill

**Comments:** I am becoming increasingly concerned about the amount of heavy goods vehicles that will pass by my property - which is immediately on the road [REDACTED] I am both concerned about the impact of the vibration upon the land to which my property is adjacent and the risk of long term and gradual structuring damage that this could cause. I'm also concerned about such large vehicles turning in front of my house so close to my vehicle which is parked on the [REDACTED]

I feel like my property is in one of the most vulnerable positions should an incident occur either with a heavy vehicle losing control coming down the hill or a large heavy vehicle misjudging the turning point up to the fell.

How would any long term gradual damage to my property or drive, or underground pipes be compensated should such damage ultimately occur. Are the contractors insured for such gradual damage?

[REDACTED]

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 26 February 2023 14:30  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2021/0660 FS-Case-491068067

**Categories:** xRedact & Upload

[REDACTED]

Lancashire

[REDACTED]

**Planning Application Reference No.:** 3/2021/0660

**Address of Development:** Newton in Bowland

**Comments:** 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 proposed 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. Browsers 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 impactful 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 affects.

**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**

## **REVIEW OF PLANNING APPLICATION**

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**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.**



**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 23 February 2023 19:03  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2021/0660 FS-Case-490263869

**Categories:** xRedact & Upload

Lancashire

**Planning Application Reference No.:** 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

**Comments:**

I object to this application. Paragraph 177 of the NPPF states that 'Refusal' is the default position for this major development proposed within an Area of Outstanding Natural Beauty (AONB). The two tunnels proposed as part of the HARP Planning Application at Bowland and Marl Hill tunnels, together with the associated works compounds, road alterations and spoil tips are all within the Forest of Bowland AONB.

The exception to this namely 'in the public interest' does not appear to be satisfied. It is of no benefit to the AONB and only benefits Manchester.

The applicant has failed to provide any evidence of the impact on the local economy; alternative options outside the AONB and the detrimental effect on the landscape and recreation within the AONB.○

Regardless of this the applicant has failed to consider other options for removing the spoil to ease pressure damage to the highway and other users. EG a conveyor or cable car system.

There will be significant impact from:-

1. Noise- from generators, vehicle movements, 24/7 tunneling
2. Light pollution- AONB and dark skies area
3. Air pollution- Generators vehicles and machinery
4. Wildlife- Impact on including otters & hedgehogs
5. Visual impact on an AONB
6. Traffic congestion and delays
7. Local businesses will be ruined by this. No one will want to come to the valley.
8. Private Water supplies – damage caused by tunneling and excavation proposals to replace

There is limited reference to Re-instatement detail post completion. If planning is granted there must be a condition the area is returned to its former beauty.