

[REDACTED]

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**Sent:** 18 August 2021 18:13  
**To:** Planning  
**Subject:** Planning app no 3/2021/0660 & 3/2021/0661

 **External Email**

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

Hi,  
As a Chatburn resident [REDACTED] 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 [REDACTED] it is often a struggle getting out of the village as it is.  
Rega [REDACTED]

Sent from my Galaxy



[REDACTED]

2 August 2012

Dear Sirs

HARP Planning Applications: 200294 planning nd  
buildings/1774/haweswater\_aqueduct\_resilience\_programme\_harp  
applications 3/2021/0660 and 3/2021/0661



I wish to object in 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 [REDACTED] 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. [REDACTED]



[REDACTED] drop off and collect children?

What arrangements would be made for parents to

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 supply [REDACTED]

[REDACTED]

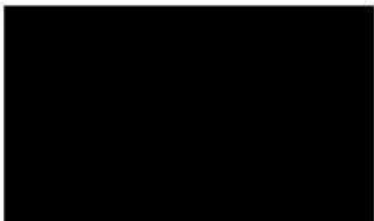
I see that there is an alternate plan to build a temporary bridge and access road that will bypass the villages and the school. I recognise that this will cause disruption to the landowners in its path but, after the completion of the work, the road etc can be demolished and the land restored, which, 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. [REDACTED] 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 HGVS!)

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

Yours faithfully,

[REDACTED]





July 15<sup>th</sup>. 2021

The Director of Development,  
Council Offices,  
Church Walk,  
Clitheroe,  
BB7 2RA

PLANNING	
19 JUL 2021	
FOR THE	
ATTENTION OF	

Dear Sir,

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

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

1. 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?
5. 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,





PLANNING  
05 AUG 2021  
FOR THE  
ATTENTION OF

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 AILs 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'

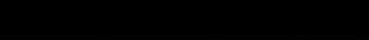
Point : It is proposed that vehicles will regularly move through Chatburn to Grindleton, along East View, during the evening commuter time and at weekends. This will have a major and detrimental impact (congestion, noise air pollution) on all who travel regularly along these routes and live near to them. [REDACTED] near the Ribble Lane / Grindleton Brow/ Grindleton Road junction there will be long term adverse effects upon our health and well-being as a result of the constant disturbance of AILs. Also, if roads are widened they are then made more accessible for 'other' non-HARP traffic. This proposal encourages greater congestion along this route.



### 3. Effect upon day to day life

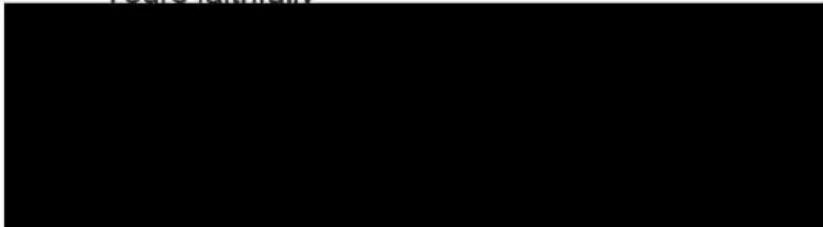
The application states that there will be: 'Temporary parking restrictions where necessary and alternative parking provision where reasonably practicable.'

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.

Yours faithfully





[REDACTED]

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**From:** 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-----

From: [REDACTED]  
Sent: 16 August 2021 10:53  
To: Planning <planning@ribblevalley.gov.uk>  
Subject: 3/2021/0660&3/2021/0661

 External Email

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

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 [REDACTED]





**From:** Planning  
**Sent:** 16 August 2021 10:55  
**To:** John Macholc  
**Cc:** Planning  
**Subject:** R&U Planning application No's 3/2021/0660 & 3/2021/0661

**Categories:** xRedact & Upload

**From:** [REDACTED]  
**Sent:** 15 August 2021 17:13  
**To:** Planning <planning@ribblevalley.gov.uk>  
**Subject:** Fwd: Planning application No's 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.

Sent from my iPad

Begin forwarded message:

**From:** [REDACTED]  
**Date:** 15 August 2021 at 16:58:04 BST  
**To:** [planning@ribblevalley.gov.uk](mailto:planning@ribblevalley.gov.uk)  
**Subject:** Planning application No's 3/2021/0660 & 3/2021/0661

Dear Mr Macholc,

I write to register my objection to the above planning application [REDACTED] 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 Stock 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.

Regards



Sent from my iPad

**From:** Planning  
**Sent:** 16 August 2021 10:56  
**To:** John Macholc  
**Cc:** Planning  
**Subject:** R&U Planning Applications

**Categories:** xRedact & Upload

**From:** [REDACTED]  
**Sent:** 14 August 2021 18:29  
**To:** Planning <planning@ribblevalley.gov.uk>  
**Subject:** Planning Applications

 **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 Haweswater Aqueduct 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

[REDACTED]

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**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:** [REDACTED]  
**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

[REDACTED]



[REDACTED]

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**From:** Planning  
**Sent:** 16 August 2021 15:19  
**To:** John Macholc  
**Cc:** Planning  
**Subject:** R&U HARP

**Categories:** xRedact & Upload

**From:** [REDACTED]  
**Sent:** 14 August 2021 18:06  
**To:** Planning <planning@ribblevalley.gov.uk>  
**Subject:** HARP

 **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.

**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 proposed 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.





[REDACTED]

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**From:** Planning  
**Sent:** 18 August 2021 10:31  
**To:** John Macholc  
**Cc:** Planning  
**Subject:** R&U Construction traffic through Chatburn

**Categories:** xRedact & Upload

**From:** [REDACTED]  
**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 [REDACTED]



[REDACTED]

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**From:** [REDACTED]  
**Sent:** 18 August 2021 11:54  
**To:** Planning  
**Cc:** Cllr G Scott  
**Subject:** Planning applications 3/2021/0660 and 3/2021/0661

 **External Email**

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

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 health 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 as 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 here is one lorry wide at the most. Again the environmental impact to residents would be unnecessary.

I 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

[REDACTED]



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