



13th September 2021

Re. Planning Application Nos. 3/2021/0660 & 3/2021/0661

Dear Mr Macholc

Having read the summary documents relating to these two planning proposals I felt it necessary to provide a written response to Ribble Valley Borough Council which I trust will be considered during the decision-making process. In respect of the two heavy goods haulage routes proposed by United Utilities from the A59 to the site compound on Waddington Fell, Route 1, which runs through Chatburn, the lower parts of Grindleton and West Bradford, is completely unacceptable. Chatburn residents are united in opposition to this proposed route as it will have a significant negative impact on the village and its residents for the 6+ year duration of the HARP project and potentially cause longer term economic and societal damage.

Key adverse impacts of the Route 1 proposal include:

- **Disruption to parking:**
 - Parking restrictions will be necessary on Ribble Lane to allow free flow of HGV and other traffic but where will residents park? There is no off-road parking in the village and the residential areas already have a high density of roadside parking because of the percentage of houses which do not have garages or driveways. Residents cannot be expected to park several hundred yards from their front door. It is not practical for moving shopping or other items from car to house nor is it practical in respect of access for health and social care delivery to sick, elderly or vulnerable residents.
 - Additionally, if residents park in the centre of the village they will eliminate free space for customers of local businesses which will lead to loss of trade and potentially threaten their financial viability.
- **Traffic disruption:**
 - HGV's will have to negotiate their way from the A59 Worston Road junction through to the junction of East View and Grindleton Road. These are already heavily used roads with frequent local bus, school bus and agricultural traffic plus commercial vehicles servicing Grindleton and beyond. The stretch from the speed limit signs at the north end of Ribble Lane along East View to Grindleton Road is narrow and oncoming cars already must pull to one side or completely stop in order to safely pass. How will an HGV pass another HGV, a bus, or a large agricultural vehicle on this half mile stretch? Delay and gridlock will become a daily reality on Route 1.
 - How will priority access for emergency vehicles be achieved along this route?
- **Road safety:**
 - Large parts of Route 1 are without footpath or cycle lanes and this additional HGV traffic will significantly increase the safety issues for pedestrians and cyclists in these areas.

- **Noise, vibration, and airborne pollution:**
 - The majority of the houses on Ribble Lane are roadside with either no or very limited front garden space. Residents will be subjected to the additional noise, vibration, and airborne pollution from the additional HARP related HGV traffic for the project duration which is potentially 6+ years. When Route 2 offers the opportunity to totally remove these issues from Chatburn, Grindleton and almost all of West Bradford why would Route 1 be considered? Over such a long period these 3 issues will likely have an adverse impact on health, including mental health, of residents. Route 2 will significantly reduce the number of Ribble Valley residents who will be subjected to these risks.
- **Threat to the economic viability of businesses in Chatburn.**
 - The issues of disruption to parking and traffic disruption will make it more difficult to access and park in the village, particularly from the area north of the river Ribble. It is highly probable that, as a consequence, many current customers of Chatburn businesses will come less frequently or not at all. This will make our local shops and businesses less viable and, in the worst -case, lead to closures. We have an economically vibrant village and aren't prepared to risk it being transformed into another dead Ribble Valley village which has no retail or leisure facilities for its residents.
- **Additional road works:**
 - During and post project we will likely have the additional disruption of road works to repair the damage to road surfaces which were not designed with such HGV traffic loads in mind.

By comparison the proposed Route 2 HGV haulage route looks much more sensible:

- From the A59 Pimlico Link Road junction to the junction of West Bradford Road and Slaidburn Road in Waddington the route is more than 25% shorter than Route 1.
- Pimlico Link Road which makes up around 60% of the total length of Route 2 was specifically constructed to cope with the HGV traffic from the quarries to the A59. It will cope with the additional HARP traffic. In respect of the personal impact of additional HGV traffic there are close to zero residential properties along that stretch.
- The proposed temporary bridge crossing and haulage routes will remove or minimise the impact of HARP related HGV traffic on Grindleton and West Bradford as well as Chatburn.

I fully understand that the HARP project is essential and it must go ahead but minimising the impact on the residents of Ribble Valley, and specifically on Chatburn and its neighbouring villages, is equally essential. I strongly urge the Council Planning Committee to approve the use of Route 2 and I know from conversations with both residents and council representatives that this the overwhelming wish of our local community.

Yours sincerely

