

From: Planning
Subject: FW: Planning Application LCC/2021/0015

Sent: Thursday, February 16, 2023 8:41 PM

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Dear Nicola,

I would be grateful if you could address the following concerns from a resident of Newton in Bowland. I am even more concerned to learn that a solution to the traffic chaos is to rip up hedgerows and ancient stone walls and destroy our beautiful surroundings to make room for the trucks to plot up and down destroying our peaceful, area of outstanding natural beauty.

1. If, 'no more than 175 HGV's shall enter the site on one calendar day' then is it correct to assume that 175 will exit the site therefore equating to 350 journeys along the main road between Newton in Bowland and Waddington Fell Quarry. Would I be correct in thinking this amounts to 25 going up and 25 going down in any one hour (7 hour working day).

The Highway Code states the following:-

Rule 166

DO NOT overtake if there is any doubt, or where you cannot see far enough ahead to be sure it is safe. For example, when you are approaching

- a corner or bend
- a hump bridge
- the brow of a hill.

Has a traffic survey taken into account that there are no overtaking opportunities available between Newton and the top of the fell when one of the vehicles is an HGV travelling slowly and there might be an HGV travelling quickly in the opposite direction.

The existing permission for the quarry allows for an average of 60 HGVs and a peak of 85 HGVs, per day, from the quarry. In our statutory comments we have suggested the following caps to peak HGV movements during the tunnel bores:

Bowland section (April 2024 and February 2028 anticipated dates):

- The maximum number of HGVs entering WFQ, shall be no more than 70 in any one working day
- The maximum number of HGVs entering WFQ, shall be no more than 10 in any one hour

Marl Hill section (July 2025 and May 2026 anticipated dates):

- The maximum number of HGVs entering WFQ, shall be no more than 50 in any one working day
- The average number of HGVs entering WFQ, shall be no more than 7 in any one hour

These movements are in line with those anticipated for the quarry in the information submitted as part of the HARP application. Statutory comments for the HARP project that utilises Slaidburn Road have not yet been completed. With this, no confirmation can be made on the total movements that would be acceptable to the Local Highway Authority. Any numbers agreed will be subject to monitoring and refining as the project progresses.

As part of the HARP applications, UU will be implementing reduced speed limits at the accesses and advisory speed limits along the remaining sections of Slaidburn Road, with development related HGVs having further speed restrictions. The corridor will have suitable signing and information to inform familiar and unfamiliar drivers of the presence of HGVs. The movement caps and measures will be controlled by suitably worded planning conditions.

2. How will the HGV's address the following point and even if lay-bys are created how many trucks can fit into one lay-by and who decides when its safe to proceed?

Rule 169

Do not hold up a long queue of traffic, especially if you are driving a large or slow-moving vehicle. Check your mirrors frequently, and if necessary, pull in where it is safe and let traffic pass.

HGV movements to and from the quarry already exist, and HGVs already conform to the above rule. In terms of lay-bys, the road widenings proposed by UU, as part of the HARP application and not this application, are to accommodate two-way movements of vehicles on the carriageway. This provision is an improvement upon existing. In terms of actual passing places, UU propose to reinforce the two existing passing places. The provisions for road widenings will be controlled by a suitably worded planning condition.

3. How long will it take for the road sweeper to clean the road every day at the end of the shift?

Brighton JL, Richards TE. Assess the design of lorries and quarries for aggregates transport. Report to the Minerals Industry research Organisation. Environmental impact of aggregate transport by construction trucks. Project 6 – Assess the design of lorries and quarries for aggregates transport. Cranfield University. May 2010

“ 85% of road going aggregate transport trucks were required to travel on unsealed surfaces within the quarry. Trucks may be required to travel on unsealed surfaces at the point of delivery. 7% of the quarries surveyed had no means of cleaning debris from trucks before they left the quarry. All quarries covered loads when travelling on the highway. The major environmental impacts were: Aggregate transport trucks generate a significant amount of noise especially when unladen. Aggregate transport trucks can contaminate the public highway, with quarry and/or delivery point acquired debris, both near to, and at some distance from the quarry depending on prevailing

weather conditions. To corroborate these findings using the general public's perspective, a small public survey was conducted using a face to face structured interview technique in three villages near to quarry operations. The results of this survey confirmed that noise from unladen trucks and debris deposited on the highway were the most significant impacts. To further investigate these issues an experiment was conducted to determine how the noise level from construction trucks compared to other road vehicles on the public highway. The results highlight the potential for empty trucks to generate significantly high impulse noise when travelling over uneven surfaces including potholes, manhole covers and drains. The predominant source of this noise is from the relative movement between the body and chassis. To control this movement the design of body damping systems should be investigated as a low cost solution. The major source of material transfer into the environment was via the trucks tyres."

The roads will be swept on a needs basis and not just at the end of the day to take into consideration debris on the road, as a consequence of the HARP project, and weather conditions. The cleaning of the highway will be part of the HARP project, rather than this Quarry application and will be controlled by a suitably worded planning condition.

4. Will the pollution levels be monitored?

It is not clear whether this question relates to the Quarry application or the HARP application. Notwithstanding this, it is the Local Planning Authority's decision whether monitoring is to take place, will should be controlled by a suitably worded planning condition. We have informed the LPA of this concern.

5. Will Newton residents be compensated for journey times and fuel consumption? The shortest journey to Clitheroe from Newton is via the fell road. I fear that we will be unable to use this road and that gradually overtime we will cease to use it because we will be totally unable to gauge the time it will take to make the journey. Effectively the main road will become an extension of the quarry. If this is the case then I assume they will need to comply with HSE rules regarding quarries ie road widths, camber etc

Slaidburn Road will still be public highway and available for use. There will be an agreement to ensure the highway remains in a good condition. HGVs numbers will be capped to reduce the impacts to public highway. In the event of works taking place that influence the use and routing upon the highway, there is no obligation by the highway authority or those influencing movements on the highway to provide compensation to those who are impacted on.

6. How will emergency services access the road?

Same way they currently access.

7. In winter the fell road can be impassable at 07.00, what provision will be made for delays?

If the corridor is impassable due to weather conditions, movements will pause until the issue is resolved. The HARP project will include provision in its CTMP for poor weather conditions, whether that is snow, ice, flooding or objects in the carriageway (i.e. a tree).

8. Can Low carbon transport be used instead?

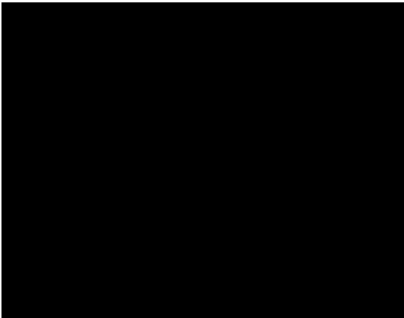
It is the Local Planning Authority's decision as to whether Low Carbon transport is to be considered or not. The approach taken by HARP uses traditional HGVs. This is not unreasonable for the type of project that is being proposed.

9. Are HGV's safe when the tyre pressures need to be set for a vehicle which can operate off road, on road , laden and unladen?

This matter is the responsibility of the contractor and their drivers. It is a point that will be included in the CTMP to ensure that correct tyre pressures are set.

10. Will a trial take place so that it is possible to actually see the impact of one villager trying to get to Clitheroe in between a constant line of HGV traffic?

A trial was undertaken during the pre-application stage, and UU have used the information from the trial to form part of the mitigation measures.



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