

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

Sent: 13 July 2021 17:23

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

Subject: Planning Application Comments - 3/2021/0661

Title: [REDACTED]

First Name: [REDACTED]

Surname: [REDACTED]

Is your address in Ribble Valley?: [REDACTED]

Enter a postcode or street: [REDACTED]

Choose Address: [REDACTED]

Selected address: [REDACTED]

Locality:

County: Lancashire

uprn: 10022972464

usrn: 31802240

ward: E05005312

Planning Application Reference Number: 3/2021/0661

Address of Development: Marl Hill Section. From land northwest of New Laithe Farm off the B6478 Slaidburn Road; and land north of Cross Lane, near Sandy Ford Brook, off the B6478 Slaidburn Road with highway mitigation works at various locations.

Your Comments: I wish to strongly object to this planning application on multiple grounds.

The the proposed entrance to the Braddup compound will be around 150m from my front door. The vast increase in traffic to and from both sites will have a dramatic effect on the lives of my family, neighbours and I including but not limited to:

- Much reduced vehicular/pedestrian/cyclist road safety due to the size of vehicles that will be regularly using the road

- The major likelihood of a fatal accident occurring when vehicles travelling at high speeds round the corner below Thornbers Farmhouse encounter a queue of vehicles caused by a wagon waiting to turn on to the access road

- The increased noise levels that are bound to occur between 7am and 8am when United Utilities and the various construction teams rush to get to site before the commencement of school traffic. Increased noise which will no doubt waken us and any other families next/near to the road at least 6 days a week for 6 years. On a teams online meeting with United Utilities representatives they themselves concurred that during the to and from work periods both noise and pollution would exceed legal limits. Additionally, discussions with lorry drivers at my pace of employment, suggest that our house will likely be where large access vehicles apply their airbrakes to slow down for the entrance to the access lane, which again does not appear to have been considered by United Utilities in any of their assessments.

- Concentrated increased pollution for that pre-school period again caused by the vast quantity of vehicles. United Utilities data for negligible impact of both noise and pollution is nicely spread over full days and completely ignores the to and from work rush at the start and end of the day. Why have United Utilities neglected to consider/rejected the idea of extending the Bonstone/Braddup compounds or widening the existing access road to the Braddup compound from Cross Lane and using that to park vehicles overnight, meaning that the workforce could be bussed in each day – dramatically reducing vehicle numbers and thereby pollution and noise for both those time periods. This would be a benefit to both Newton in Bowlqand and Waddington villages and the many households that live between the two.

- Damage to the road surface that is bound to be caused by the increase in heavy vehicles. Slaidburn Road does not have the best surface as it is and there is bound to be a large increase in vehicles damaged by pot-holes over the six year construction period. I note that United Utilities claim that the road will be put back to existing conditions after work is finished. However there should surely be a burden of maintenance placed upon United Utilities for the whole six year period.

- Surface water regularly runs down Slaidburn Road during periods of heavy rainfall. I see no analysis of how the proposed road widenings will affect these periodic streams (which currently miraculously avoid properties adjacent to the road). Altering their flow patterns may well cause property damage, either to buildings or land along Slaidburn Road and indeed in Waddington village itself.