

# Public Document Pack



Ribble Valley  
Borough Council

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Dear Councillor

The next meeting of the **PLANNING AND DEVELOPMENT** Committee will be held at **6.30 pm** on **THURSDAY, 9 MARCH 2023** in the **Council Chamber**.

I do hope you can be there.

Yours sincerely

*M. H. Scott*

CHIEF EXECUTIVE

## AGENDA

1. **APOLOGIES FOR ABSENCE**
2. **TO APPROVE THE MINUTES OF THE PREVIOUS MEETING**
3. **DECLARATIONS OF DISCLOSABLE PECUNIARY, OTHER REGISTRABLE AND NON REGISTRABLE INTERESTS**

Members are reminded of their responsibility to declare any disclosable pecuniary, other registrable or non-registrable interest in respect of matters contained in the agenda.

4. **PUBLIC PARTICIPATION**

### **ITEMS FOR DECISION**

5. **PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990**

i) Applications - 3/2021/0660 and 3/2021/0661 - HARP (Pages 3 - 76)

### **ITEMS FOR INFORMATION**

6. **APPEALS (IF ANY)**
7. **MINUTES OF WORKING GROUPS**
8. **REPORTS FROM REPRESENTATIVES ON OUTSIDE BODIES**
9. **EXCLUSION OF PRESS AND PUBLIC**

## **ITEMS FOR DECISION**

## **ITEMS FOR INFORMATION**

Electronic agendas sent to members of Planning and Development – Councillor Alison Brown (Chair), Councillor Anthony (Tony) Austin, Councillor Ian Brown, Councillor Stella Brunskill JP, Councillor Robert (Bob) Buller, Councillor Stuart Carefoot, Councillor Judith Clark (Vice-Chair), Councillor Louise Edge, Councillor Kerry Fletcher, Councillor Mark French, Councillor Brian Holden, Councillor Kevin Horkin MBE, Councillor Simon O'Rourke, Councillor James (Jim) Rogerson and Councillor Richard Sherras.

Contact: Democratic Services on 01200 414408 or [committee.services@ribblevalley.gov.uk](mailto:committee.services@ribblevalley.gov.uk)

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

## DEFER AND DELEGATE FOR APPROVAL

DATE: 9<sup>th</sup> March 2023  
REF: 3/2021/0661 AND 3/2021/0660  
CHECKED BY:

APPLICATION REF: 3/2021/0661 AND 3/2021/0660

### DEVELOPMENT DESCRIPTION:

PROPOSED WORKS FOR AND USE OF REPLACEMENT SECTION OF AQUEDUCT, INCLUDING EARTHWORKS AND ANCILLARY INFRASTRUCTURE INCLUDING: NEW VALVE HOUSE BUILDINGS WITHIN FENCED COMPOUNDS WITH PERMANENT VEHICULAR ACCESS PROVISION. WITH THE INSTALLATION OF TUNNEL SHAFTS; OPEN CUT CONNECTION AREAS AT EITHER END OF THE REPLACEMENT SECTION WITHIN TEMPORARY CONSTRUCTION COMPOUNDS, TO INCLUDE SITE ACCESSES, STORAGE AREAS, PLANT AND MACHINERY, AND DRAINAGE INFRASTRUCTURE. IN ADDITION, A TEMPORARY HAUL ROUTE WITH BRIDGE OVER THE RIVER RIBBLE (AS ONE OF TWO OPTIONS FOR VEHICULAR ACCESS TO THE TEMPORARY CONSTRUCTION COMPOUND); A SERIES OF LOCAL HIGHWAY WORKS TOGETHER WITH A TEMPORARY SATELLITE PARK AND RIDE FACILITY AND A VEHICLE MARSHALLING AREA.

### LOCATION

**Marl Hill Section. (3/2021/0661)** 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 from Pimlico Link Road, Clitheroe to Slaidburn Road, north of Waddington, via Chatburn Road, Ribble Lane and Grindleton Road; a haul route from land south of West Bradford Bridge to West Bradford Road, west of Healings Farm, West Bradford; a vehicle marshalling facility on land at the Ribblesdale Cement Works, West Bradford Road, Clitheroe and a park and ride facility at the existing Ribblesdale Cement Works car park west of West Bradford Road

**Bowland Section. (3/2021/0660)** 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 from Pimlico Link Road, Clitheroe to Hallgate Hill, Newton in Bowland via Chatburn Road, Ribble Lane, Grindleton Road and Slaidburn Road; a haul route from land south of West Bradford Bridge to West Bradford Road, west of Healings Farm, West Bradford; a vehicle marshalling facility on land at the Ribblesdale Cement Works, West Bradford Road, Clitheroe and a park and ride facility at the existing Ribblesdale Cement Works car park to the west of West Bradford Road

## **CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

### **LCC HIGHWAYS:**

Have been extensively involved in the development of these schemes. Their comments are detailed within the body of the report

### **LCC ARCHAEOLOGY**

The Historic Environment Team is of the opinion that the proposed mitigation as outlined in section 10.7.1 of the Environmental Statement, Vol.2 is an appropriate means of mitigating any adverse impact of the proposed development on any archaeological features, known or currently unknown, that might lie within those parts of the proposed development.

### **LEAD LOCAL FLOOD AUTHORITY:**

No objection subject to conditions

### **SENIOR LANDSCAPE ARCHITECT AT LANCASHIRE COUNTY COUNCIL**

has commented on the applications on behalf of Forest of Bowland AONB

### **LCC PUBLIC RIGHTS OF WAY:**

Have commented on the proposed developments.

### **CRAVEN DISTRICT COUNCIL**

No comments

### **ENVIRONMENT AGENCY**

No objections subject to conditions

### **RVBC ENVIRONMENTAL HEALTH**

The air quality assessment concludes [in part]: Appropriate good practice dust mitigation measures would prevent significant effects occurring at offsite locations. Such measures are considered to be normal good practice that would be adopted by the contractor meeting the requirements of the air quality mitigation measures within the CCoP. These would also be agreed with the local authority prior to construction works commencing.

The noise and vibration assessment concludes [in part]: the CCoP includes construction mitigation measures for the management of construction airborne noise and vibration.

The periods over the extent of the project when 24/7 working will be required will require careful site illumination to avoid light pollution affecting both nearby residents and the local wildlife in a deeply rural location. This has been recognised in the construction plans submitted.

### **NATURAL ENGLAND**

Have commented throughout the application process

### **LANCASTER CITY COUNCIL**

Having carefully considered the basis of these applications LCC has NO OBJECTIONS provided that RVBC only considers granting permission (subject as necessary to appropriate conditions and obligations) if it has correspondingly ensured that appropriate measures will be put in place (whether that be the proposed Waddington Fell Quarry or another equivalent acceptable solution) so as to ensure the appropriate handling and management of all of the tunnel arisings/other waste materials that may be derived from the Bowland Section of the replacement aqueduct.

**OFFICE FOR NUCLEAR REGULATION**

ONR makes no comment on this proposed development.

**SABIC**

The development appears to be located within various zones above the Major Accident Hazard Pipeline- it is very important that the developer liaises with us and that any work carried out within 50m of our pipeline would need approval before the work commences

**PARISH COUNCIL**

The Parish Council comments are set out below.

**ADDITIONAL REPRESENTATIONS:**

Both applications have generated a significant amount of public interest which is summarised as follows by area/ group.

**PARISH COUNCIL COMMENTS**

<b>PARISH COUNCIL</b>	<b>COMMENTS RECEIVED</b>
Waddington Parish Council.	<ul style="list-style-type: none"> <li>• Road safety – access, car parking, traffic generation and traffic management.</li> <li>• Detrimental impact on Waddington Conservation Area and the local landscape including the Forest of Bowland Area of Outstanding Beauty.</li> <li>• Link to Waddington Quarry application</li> </ul>
Newton in Bowland Parish Council	<ul style="list-style-type: none"> <li>• The Parish Council acknowledges that the project is necessary as a major infrastructure project to supply the residents of Manchester with water. However, we have concerns there is a distinct lack of reference to mitigation/dumbing down on how this will impact the parish of Newton and residents of the Hodder Valley and the highways used to transport the spoil from the tunnel sites to Waddington Fell Quarry.</li> <li>• A cable car system could run 24 hours and will allow things to carry on normally underneath. This would avoid the use of a highway, impact on road users and Highway structure.</li> <li>• Must retain haul road to bypass Newton and avoid damage to listed buildings and bridge.</li> <li>• Road widening and installation of additional passing places to reach both compounds.</li> <li>• The impact on ancient walls, hedges, land and wildlife.</li> <li>• The road is used by vulnerable road users’ cyclists and horse riders. There is no provision to address how they will be affected and their impact on slowing HGVs even more.</li> <li>• NOISE-Diesel generators, constant vehicle movements.</li> <li>• Light pollution</li> <li>• Air pollution</li> <li>• Wildlife</li> <li>• Post project completion</li> <li>• Screening, dust control, bunding. Walkers, cyclists horse riders and other venerable road user’s protection.</li> <li>• Interruption/loss to properties on spring water.</li> <li>• Impacts on businesses.</li> <li>• Flooding</li> </ul>
West Bradford Parish Council	<p><i>Original comments</i></p> <ul style="list-style-type: none"> <li>• Members fully appreciate the need to renew the length of pipeline in question.</li> <li>• Due to its location on key access routes - the village of West Bradford will be greatly impacted by the requirement to transport materials and workers to and from the Waddington site</li> <li>• Members of West Bradford Parish Council wish to express their support, in the strongest possible terms, for Haulage Route Option 2.</li> <li>• The sharp and steep bend to the west of the 3 Millstones on Waddington Road is difficult for normal</li> </ul>

## PARISH COUNCIL COMMENTS

traffic, let alone AILs.

- Haulage Route Option 2 would divert all AILs and other site traffic over the temporary river crossing and safely past the school, as well avoiding other traffic pinch points enroute.
- Members are grateful to UU for verbally confirming on 24 March 2021 that any highway defects caused by this traffic would be remedied
- Impact on wildlife- It has been suggested to members that the construction of a temporary river crossing may cause some impact on wildlife in the vicinity-On balance, therefore, it is felt that the positive benefits to the villagers of West Bradford arising from Option 2 far outweigh any environmental concerns.
- Clitheroe Park and Ride / HGV Holding Area- Members would support the establishment of both such sites in conjunction with the adoption of Haulage Route Option 2.
- Wish to ensure that any landowner affected by the temporary river crossing is appropriately compensated by UU.
- Assurances have been given that safe public access across land affected by the development will be preserved.
- UU has failed to provide a positive Community Impact Statement addressing the need for a local compensation scheme should the impact of increased traffic flow on the village become disproportionate.
- Local employment-The Parish Council would like to ensure that any financial benefit arising from the development is spread as widely as possible.
- The Parish Council is disappointed to find no reference to a compensation scheme for the inconvenience and disruption that villagers may encounter through no fault of their own. Should the planning application be granted, members would wish UU to revisit this issue as a matter of priority.

### Follow up comments

- West Bradford residents welcome route option 2 however are at a loss to understand for the construction of a temporary bridge over the River Ribble could take 9 months
- During this 9 month period the residents of West Bradford will have to endure heavy traffic through the village

### Following a re-consultation in February 2023 the following comments have been received:

- Pleased to learn that the proposed temporary crossing of the River Ribble has been retained
- Unfortunately, however, the CTMP indicated that - during at least the 9-month period when the temporary Ribble crossing will be under construction - UU intends to transport the piling equipment etc required to build both it and the proposed Hodder crossing through West Bradford
- The draft CTMP lists a number of measures seeking to mitigate the impact on the village during the

**PARISH COUNCIL COMMENTS**

	<p>estimated 9-month construction period of the temporary crossings. Members considered these at length, commenting as follows:</p> <ul style="list-style-type: none"> <li>• The use of time restrictions when heavy vehicles would not travel- It is imperative that any restrictions on the passage of heavy vehicles will be adequately policed</li> <li>• The use of rolling roadblocks at key locations need to be adequately managed</li> <li>• Access to PROWS should not be restricted- Members noted this with approval</li> <li>• In addition, members identified a number of other concerns arising from the draft CTMP:</li> <li>• Section 6.4 of the CTMP states that a precondition survey -a pre-condition survey of roads should also be undertaken in the village of West Bradford.</li> <li>• Whilst it is good that a Highways Stakeholder Group (HSG) will be established- Members remain unclear as to the role of the proposed HSG, and whether they – as local community representatives - will have any access to it (as opposed to being made aware of it).</li> <li>• There will also be a Community Engagement Group and a Travel Plan Co-ordinator-communication as absolutely key to the successful delivery of the project.</li> <li>• West Bradford Parish Council are very supportive of the comments made by LCC, and share the concerns expressed in the letter insofar as they relate to the village of West Bradford. In particular:</li> <li>• Route 1b P8 – a “strong signing strategy will be required at all pinch points”- members would support work suggested as necessary by LCC to maintain safety at other key road junctions</li> <li>• Bradford Bridge- the Parish Council would support any steps taken to ensure the longer-term viability of Bradford Bridge, which is a vital road route for residents travelling to and from the village.</li> <li>• Main Construction Route from 2023 – 2030- Members fully support LCC’s proposals to ensure that impact on village life is kept to a minimum, with heavy vehicles not travelling excessively through the village or at inappropriate times of the day</li> <li>• Enforcement of the CTMP should be “protected by suitably worded planning condition” Members support this proposal</li> <li>• The appointment of a dedicated member of staff “for the duration of the project to address the requirement of ongoing collaborative work, required to ensure the best management of the CTMP”- Members support this proposal</li> <li>• whether a legacy fund will be established in order to compensate residents for their significant inconvenience over a lengthy period; and</li> <li>• whether any legacy fund will include the payment of compensation to businesses who will be severely impacted by increased traffic flow through the village, particularly during the 9 months taken to construct the temporary Ribble crossing.</li> </ul>
Grindleton Parish Council	<ul style="list-style-type: none"> <li>• Welcome the marshalling area for HGVs and booked delivery system as proposed within Ribblesdale Cement Works. However, the number of HGVs and AILs suggested is far too excessive to be</li> </ul>



**PARISH COUNCIL COMMENTS**

	<p>acceptable in the environs of Grindleton Parish Council.</p> <ul style="list-style-type: none"> <li>• Considerable volume of heavy traffic vehicles at peak times.</li> <li>• Noise reduction barriers will be installed at Waddington primary school, this demonstrates UU accept that the noise will be detrimental</li> <li>• Will there be an independent analysis of usage/vehicles?</li> <li>• Parking issues</li> <li>• Tourism is a key part of RVBC’s core strategy commitment.</li> <li>• Considering all the traffic lights and vehicle movement increases, we can predict that the local traffic will be displaced and be forced to go through Grindleton to Sawley.</li> <li>• We require guarantees that all road widening be removed immediately after the project ceases. We would also insist that walls and railings be rebuilt with original materials</li> <li>• There is concern that possible damage to houses and roads (including culverts) along this route has not been addressed.</li> <li>• Who will pay for other required improvements?</li> <li>• Increased flood risk of houses</li> <li>• Impact on otters</li> <li>• The effects of the route 2 proposal through Chatburn, have not been assessed in as much detail as the river crossing.</li> <li>• Loss of verge habitats &amp; degradation of wildlife habitats</li> <li>• We require more detail on reinstatement plans following all off site highway works.</li> <li>• The proposed crossing goes over a high pressure ethylene1 pipeline that runs along the Ribble Valley</li> <li>• We strongly disagree that these are “acceptable” environmental impacts, especially in a designated AONB.</li> <li>• Noise and vibration</li> <li>• No reference is being made to potential issues around gas and water pipes</li> <li>• We recognise that water improvement is necessary. Our preferred route is the River Ribble crossing as this creates the least impact on the villages of Chatburn, Grindleton and West Bradford.</li> </ul>
<p>Slaidburn &amp; Easington Parish Council.</p>	<ul style="list-style-type: none"> <li>• Concern raised over emergency access for emergency vehicles to the Bowland area. What provisions have been put in place for this?</li> </ul>
<p>Bowland Forest higher division parish council</p>	<ul style="list-style-type: none"> <li>• The parish council would like to comment that it would be helpful if all other roads in the vicinity ie Trough Road, roads through Whitewell, Cow Ark, Bashall Eaves, Leagram and Chipping are not subject to any closures during the period of the HARP works so as not to add to any traffic flow problems in the Hodder Valley.</li> </ul>

## Additional Representations

AREA/ GROUP	COMMENTS RECEIVED
Grindleton	<ul style="list-style-type: none"> <li>• Option 1 would route heavy traffic through narrow lanes and tight bends, causing serious difficulties.</li> <li>• Considerable damage to narrow lanes around Grindleton, as well as dangerous conditions for walkers and cyclists</li> <li>• Support the creation of a new temporary road and bridge over the River Ribble.</li> <li>• Route 2 would free Chatburn, Grindleton and West Bradford from excess traffic generated by the work.</li> <li>• Heavy traffic travelling along narrow roads.</li> <li>• No off-road parking provision, so cars may be damaged by heavy vehicles.</li> <li>• Route 1 would require widening of roads.</li> <li>• Increase in traffic would lead to more accidents and environmental damage.</li> <li>• Construction traffic would have to stop for school pedestrians.</li> <li>• Concerns raised over impact of HGV traffic on people's cars, farmers' vehicles, and the impact on local bridges.</li> <li>• Route 1 is opposed because: Lack of alternative parking facilities for residents. The chosen route is used by school buses and normal buses. Narrow roads will make things difficult for HGVs and normal traffic. Local roads are twisty and difficult for large vehicles to manoeuvre. Concerns about school children at primary schools in the vicinity. Potential conflict with farm vehicles.</li> <li>• The council is urged to work with UU to turn the temporary vehicle parking site near Waddington/West Bradford school into a permanent car park for the school.</li> <li>• Heavy traffic would cause vibrations.</li> <li>• Lack of alternative parking is a major issue for residents.</li> <li>• Noise and air pollution a major concern.</li> <li>• There are blind bends on the roads.</li> <li>• Frequent gridlocks along Ribble Lane.</li> <li>• Detrimental impact on East View, Ribble Lane, Grindleton Brow and Grindleton Road, along with congestion, noise and air pollution.</li> <li>• Massive impact on hedges, trees and drystone walls as roads are widened to accommodate the vehicles.</li> <li>• The HGVs will destroy the peaceful environment the Council is highlighting in promotional literature.</li> <li>• How will horseriders, cyclists and walkers cope with additional traffic between Grindleton and West Bradford?</li> <li>• Route 2 covers the roads needed for access to schools. Will UU suspend traffic during mornings and afternoon?</li> <li>• A permanent bridge should be built from the A59 via the Pimlico Link Road.</li> </ul>

## Additional Representations

<p>Newton in Bowland/ Slaidburn</p>	<ul style="list-style-type: none"> <li>• Harm to the AONB</li> <li>• Lack of alternative (cable car) or green (electric vehicles) options considered by UU.</li> <li>• An alternative route or methodology to transport water to Greater Manchester needs to be found.</li> <li>• The proposed works will devastate the area around Newton in Bowland for up to seven years.</li> <li>• Increase in traffic, particularly HGVs, traffic congestion including significant traffic delays impacting on businesses</li> <li>• Damage/stress/destruction to wildlife and vegetation.</li> <li>• Increase in light pollution.</li> <li>• The change in location of the buffer strip;</li> <li>• The boring tunnel being close to houses with possible vibrations affecting properties</li> <li>• Contamination of water supplies caused by the scheme;</li> <li>• The possibility of the boring machine breaking down;</li> <li>• Noise, air and light pollution, along with congestion.</li> <li>• Concern over heavy traffic in and out of Newton.</li> <li>• Ponds and natural springs near the drilling site could be affected.</li> <li>• Transport congestion, particularly through the villages.</li> <li>• Permanent damage to grassland and pasture.</li> <li>• Blasting, noise and vibration.</li> <li>• Noise from generators.</li> <li>• Visual intrusion of compounds.</li> <li>• Impact on deliveries</li> <li>• destroy the lovely "dark skies" of this area.</li> <li>• compensation that UU/HARP are going to be offering to concerned residents</li> <li>• risk to pedestrians, cyclists and dog walkers</li> <li>• damage to river hodder water course</li> <li>• impact on private water supplies</li> <li>• impact on mental health and wellbeing of residents</li> <li>• Impact on local businesses</li> <li>• Increase carbon emissions/ pollution</li> <li>• Limited details of the haul road</li> <li>• How will wastewater be treated?</li> <li>• Lack of community consideration and influence</li> </ul>
<p>Anonymous/ no address</p>	<ul style="list-style-type: none"> <li>• Increase in traffic on already busy roads.</li> <li>• Route 2 should be granted permission to divert traffic away from West Bradford.</li> </ul>

## Additional Representations

- Route 1 would create 160 vehicle traffic movements daily.
- Roads unsuitable for large HGVs.
- Environmental concerns regarding fuel emissions, noise impact and parking of vehicles on Ribble Lane.
- The purpose-built quarry road makes sense.
- Health and mental health problems for hundreds of residents.
- Risk of accidents for residents.
- Tremendous parking problems.
- Issues raised over: Noise, vibration, water supply, environment, visual impact, loss of land to compound and road.
- Dust pollution.
- Light pollution.
- Risk to livestock from passing vehicles.
- Major traffic hazard during Hodder Valley show.
- Safety on fell roads between Slaidburn and Grindleton and Waddington.
- Danger to cars from passing HGVs due to lack of parking places.
- Threat to businesses due to issue of parking.
- Issues surrounding access, congestion, restrictions on parking and risk/danger to pedestrians.
- Damage to village infrastructure.
- Damage to the local economy.
- Opposed to Route 1 because of: Narrow lanes. Hazards for pedestrians in Chatburn. Possibility of businesses closing to HGV traffic.
- Chatburn is already congested.
- Commuting times will be extended.
- The health of the village will be affected.
- Why hasn't the new road been extended around Waddington to avoid congestion chaos?
- Opposition to tunnel project.
- Problems for school runs, cyclists, walkers and visitors to the area.
- Ribble Lane is already a bottleneck.
- Lane through fields near bridge not wide enough for HGVs.
- Flooding occurs.
- Worried about upheaval from the traffic connected with HARP.
- Impact of natural environment between Waddington and Hanson Cement.
- Loss of public footpaths.
- The recovery of the land will take more than seven years to recover.

## Additional Representations

	<ul style="list-style-type: none"> <li>• Worried that the temporary road will lead to more construction in the vicinity.</li> </ul>
Chatburn	<ul style="list-style-type: none"> <li>• The link road to allow free flow of traffic on existing roads, without having to stop for oncoming lorries.</li> <li>• Ribble Lane being unable to accommodate heavy levels of traffic, due to very little off road parking for residents</li> <li>• The levels of traffic would have a detrimental effect on surrounding villages.</li> <li>• The junction of Worston Road and Chatburn Road is an accident blackspot.</li> <li>• Traffic considered to be a hazard to residents' health and wellbeing.</li> <li>• Route 1 will cause great disruption throughout the villages.</li> <li>• Route 2 is preferred because: It is 25% shorter than Route 1. Pimlico Link Road will cope with HARP traffic. The temporary bridge and haulage route will remove or minimise the impact of HARP traffic on Grindleton, West Bradford and Chatburn.</li> <li>• Disruption to parking.</li> <li>• Traffic disruption.</li> <li>• Road safety.</li> <li>• Noise, vibration and airborne pollution.</li> <li>• Economic disruption on businesses in Chatburn.</li> <li>• Narrow lanes.</li> <li>• Hazards for pedestrians in Chatburn.</li> <li>• Safety concerns for school children along the route.</li> <li>• Noise, dirt, fumes would be unbearable for residents.</li> <li>• Additional emissions and noise pollutions.</li> <li>• Removal of parking on Ribble Lane.</li> <li>• Noise and pollution will make Ribble Lane an unpleasant place to live.</li> <li>• Unwelcome levels of vibrations.</li> <li>• Unacceptable levels of pollution.</li> <li>• HGVs would have an adverse effect on parking on Ribble Lane.</li> <li>• Loss of privacy.</li> <li>• Surface water and ice will create difficulties for HGVs.</li> <li>• Safety issues at the junction of Ribble Lane, because of blind spots.</li> <li>• Damage to road surfaces and drainage issues.</li> <li>• Poor visibility concerning oncoming traffic – near misses seen.</li> <li>• Huge delays and inconvenience likely as a result of traffic lights/management.</li> </ul>
Waddington	<ul style="list-style-type: none"> <li>• Traffic impact – UU not provided details of mitigation for disruption or provided details on how UU will control noise.</li> <li>• Water supplies – The HARP work is likely to have an impact on properties that use wells for their supply</li> </ul>

**Additional Representations**

	<p>of water.</p> <ul style="list-style-type: none"> <li>• Properties on Fellside – multiple issues were raised concerning the flora and fauna and wildlife habitats along the route.</li> <li>• Traffic impacts – the impact on Waddington village will be significant.</li> <li>• Concern raised over the parking facilities when wagons use the road to access the Fell Road.</li> <li>• Route 2 should be used, provided a short section of West Bradford Road is used.</li> <li>• The B6478 should be used if the construction of Route 2 is delayed.</li> <li>• Concerns raised over the over the suitability of the B6478 being used for increasing levels of traffic.</li> <li>• Significant dangers to buildings and people from vehicles in West Bradford and Waddington.</li> <li>• Narrow roads caused by parked cars will cause a problem.</li> <li>• Likely damage to flora and fauna.</li> <li>• Concern over speed of vehicles coming down Waddington Fell.</li> <li>• Potential structural damage to bridges.</li> <li>• Concerns being the potential effect of underground work to a private water supply pipe, used for numerous dwellings.</li> <li>• Damage to properties from HGV traffic</li> <li>• Compensation to residents for damage to properties</li> <li>• Danger to pedestrians</li> <li>• Increased dust and noise</li> </ul>
West Bradford	<ul style="list-style-type: none"> <li>• Strong objection to traffic going through Chatburn and West Bradford.</li> <li>• Route 1 not viable.</li> <li>• A lot of wildlife on roads.</li> <li>• Tight bends on the road.</li> <li>• Roads not wide enough for HGVs.</li> <li>• Local businesses will be affected.</li> <li>• Health and safety of residents will be affected.</li> <li>• New traffic lights will cause extra congestion.</li> <li>• HGV movements could interfere with school bus movements.</li> <li>• Poor state of road.</li> <li>• Traffic generated.</li> <li>• Highway safety.</li> <li>• Impact of the village infrastructure, noise and disruption.</li> <li>• Hazardous airborne materials causing pollution.</li> <li>• Effect on the residents’ mental health.</li> <li>• Disruption because of large amounts of traffic.</li> </ul>

## Additional Representations

	<ul style="list-style-type: none"> <li>• Lack of wildlife surveys undertaken.</li> <li>• Questions raised over traffic surveys. Felt the data was collected during school holidays.</li> <li>• Site traffic shouldn't be allowed to use West Bradford bridge/the Clitheroe Road as an alternative.</li> <li>• Site traffic and site personnel vehicles should not travel through the villages.</li> </ul>
Lancashire Wildlife Trust.	<ul style="list-style-type: none"> <li>• Suggestion made to create woodlands near to Gamble Hole Farm Pasture biological heritage site.</li> <li>• Physical protection given to roadside verges of special conservation value.</li> <li>• Numerous concerns were raised over the impact of the proposal to the natural environment, particularly to fen habitats and woodlands.</li> </ul>
Ribble Fisheries Consultative Association (RFCA).	<ul style="list-style-type: none"> <li>• The RFCA urges the installation of a monitoring and alert system as part of an environmental impact assessment.</li> <li>• Concerns raised over the possibility of diffuse pollution in sediment run-off, endangering stocks of the Atlantic salmon.</li> <li>• Fly life, bird life and otters are also endangered.</li> </ul>
The Hodder Consultative.	<ul style="list-style-type: none"> <li>• Mitigation measures should be planned and effective.</li> <li>• Real time and long-term monitoring should be implemented.</li> <li>• UU should acknowledge the concerns raised above.</li> <li>• Pollution from soils, silts, concretes and oils entering the River Ribble.</li> <li>• Excessive and unnecessary vibration in close proximity to the river.</li> </ul>
The Clitheroe Angling Association Limited.	<ul style="list-style-type: none"> <li>• Route 2 should be supported to reduce the impact on the river and attendant ecosystem.</li> <li>• Route 1 should be avoided because of the risk of pollution entering the rivers due to the works involved.</li> </ul>
Newton in Bowland HARP monitoring group.	<ul style="list-style-type: none"> <li>• Alternatives to a new tunnel and road haulage of associated arisings</li> <li>• Incompatibility with AONB</li> <li>• Unsuitable Highways</li> <li>• Lack of community consideration and influence</li> <li>• No consideration of the total environmental impact of the proposed HARP scheme and as a consequence, this application fails to adequately address the Traffic and Environmental impacts of the scheme</li> <li>• Damage to Roads, culverts, walls and bridges</li> <li>• Travel Delays and disruption</li> <li>• Road safety</li> <li>• Flood Risk</li> <li>• Business Impact</li> <li>• Community Impact</li> <li>• Noise and Visual intrusion</li> </ul>

## Additional Representations

	<ul style="list-style-type: none"> <li>• Carbon and Pollutive Emissions</li> <li>• Access Restrictions</li> <li>• Ecological impact</li> <li>• We suggest the following more sustainable alternatives in line with those objectives are for:             <ol style="list-style-type: none"> <li>a) An aerial route / cable car</li> <li>b) A conveyor</li> <li>c) An extension to the electric tunnel locomotive</li> <li>d) And should there be a non-profit driven justification for not considering our AONB and environmental impacts - a direct access haul road</li> </ol> </li> <li>• Alternatives a) b) and c) provide the added advantage of the lean construction principle of continuous flow which fosters efficiency and economy. Additionally, these alternatives reduce the “dead load” burden of transportation compared to the heavy dead weight of lorries going up and down the highway with adverse permanent detriment.</li> <li>• Local people were not consulted before a decision was made by UU/OFWAT to go for the construction of a new concrete lined tunnel with its massive environmental and carbon impact on people and environment, and rule out all other options.</li> </ul>
Downham.	<ul style="list-style-type: none"> <li>• Support for Route 2, if investment is made in a temporary bridge and road.</li> <li>• Unbearable disruption if Route 1 is chosen.</li> </ul>
River Ribble Trust	<ul style="list-style-type: none"> <li>• The likely impact of the works on the natural environment and wildlife.</li> <li>• The Ribble Trust called for: long term management of biodiversity sites, baseline invertebrate monitoring to be undertake, and further mitigation to be agreed for the impacts to the aquatic environment.</li> </ul>
Waddington and West Bradford CE Primary School.	<ul style="list-style-type: none"> <li>• Comments in support of Route 2: A stretch of land opposite the school should be purchased to be used as temporary parking.</li> <li>• The road is too narrow to facilitate HGVs and other traffic safely past the school.</li> <li>• Visibility is problematic.</li> <li>• Increased house-building hasn't led to an improvement in the access situation.</li> <li>• Many parents need to bring their children by school to car.</li> <li>• Parking is already very limited.</li> <li>• Walking to/from cars will be hazardous, due to a lack of suitable pavements.</li> <li>• Concern raised over Route 2 being built near to the school, intensifying traffic to the west of the school.</li> </ul>
Ribblesdale Angling Association	<ul style="list-style-type: none"> <li>• We note that UU has amended the original application to prioritise the haul road and river crossing at West Bradford. This solution is entirely unacceptable to RAA. The environmental risks posed by the run-off from the associated haul roads across what is essentially a flood plain risk profound and long-lasting</li> </ul>



## Additional Representations

	<p>damage to the fishery – and to the wider wildlife and biodiversity of this ecosystem.</p> <ul style="list-style-type: none"><li>• As a minimum – stringent environmental management criteria are applied to any consents granted.</li><li>• For this reason, it would be entirely inappropriate for the planning authority to delegate approval powers to planning officers as this may prevent ongoing scrutiny of mitigation plans as the project evolves over its six to eight-year duration.</li></ul>
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## 1. **Site Description and Surrounding Area**

- 1.1 The existing 110km Haweswater Aqueduct was designed in the 1930s, with construction completed in 1955. It takes raw water from Haweswater Reservoir in the Lake District National Park along a 16km section of the aqueduct to a Water Treatment Works (WTW) near Kendal for treatment. From this WTW the aqueduct conveys treated water to customers in Greater Manchester, Cumbria and Lancashire via service reservoirs and water mains which branch off the main aqueduct.
- 1.2 The existing aqueduct comprises six single line tunnels and conduit sections (generally 2.6 m internal diameter), in addition to multi-line sections. The flow of water along the entire length of the aqueduct is achieved under the influence of gravity; there are no energy-consuming pumps involved in supplying the water from north to south. Out of the total 110 km length of the aqueduct, the Proposed Programme of Works on the single line sections accounts for just under half the distance (approximately 53 km).
- 1.3 In the early 2000s United Utilities began planning major investment, to span over ten years, to ultimately enable the Haweswater Aqueduct to be taken temporarily out of service for the first time in over 60 years. The aim was to be able to inspect the aqueduct and identify any future service risk to customers supplied by this ageing asset.
- 1.4 To carry out a detailed inspection on the Haweswater Aqueduct, several major steps had to be taken including the £250 million construction of the West East Link Main (WELM), completed in 2011. The WELM, along with other activities such as upgrading Lostock Water Treatment Works to increase flow capacity, made it possible to take the Haweswater Aqueduct out of service (referred to as an outage) in 2013.
- 1.5 A subsequent outage in 2016 allowed for more detailed investigations and some minor, targeted repairs.
- 1.6 The data collected from the inspections and investigations in 2013 and 2016 identified areas of concern in the single line tunnel sections of aqueduct, relating to both future water supply and water quality risks. It is anticipated that the condition of these single line sections will continue to deteriorate, and therefore a solution is required to address the risks to water supply and water quality. United Utilities considered a number of solutions to mitigate these risks, including repairs of the existing asset, and concluded that replacement of the single line sections was the best option.
- 1.7 The proposed solution is for the Proposed Programme of Works to provide a full replacement of the six single line tunnel sections. This work would require five separate replacement tunnel sections. The existing single line tunnel sections are connected via transition structures to multi-line siphons crossing several major valleys along the route. It is the intention to retain the existing multi-line siphons.

## 2. **Proposed Development for which consent is sought**

- 2.1 Full planning permission is sought for the Haweswater Aqueduct Resilience Programme (HARP), which is a proposal to replace six existing underground tunnel sections of the Haweswater Aqueduct.
- 2.2 The Haweswater Aqueduct Resilience Programme is required to protect future water quality and provide a more resilient supply of clean drinking water. HARP comprises a

'Proposed Programme of Works' involving the replacement of six tunnel sections which United Utilities is proposing to construct as five separate developments. These are:

- Proposed Docker Section in the South Lakeland District area
- Proposed Swarther Section in the South Lakeland District and Yorkshire Dales National Park areas
- Proposed Bowland Section in the City of Lancaster and Ribble Valley Borough areas
- Proposed Marl Hill Section in the Ribble Valley Borough area
- Proposed Haslingden and Walmersley Section in the Hyndburn Borough, Rossendale Borough and Bury Metropolitan Borough areas

2.3 The two highlighted sections are the subject of this report.

2.4 The proposed tunnelling works consist of the replacement of an existing aqueduct using a Tunnel Boring Machine (TBM) below ground level with short open-cut surface trenching sections at each end making connections back to the existing aqueduct. The TBM will commence boring at the launch compound and be received at the reception compound. Tunnel arisings from the bore will be brought to the surface at the launch compound. These applications seek consent for the Bowland Section and Marl Hill Section, consisting of new pipeline, forming part of the HARP. Within Ribble Valley, the Bowland and Marl Hill sections consists of 3 compound areas:

- Newton-in-Bowland Compound
- Bonstone Compound
- Braddup Compound

#### ***Newton-in-Bowland Compound***

2.5 This proposed compound would be the launch compound for the TBM to the Lower Houses compound in Lancaster (circa. 9km away). Tunnel arisings from the bore to the Lower Houses compound will be brought to the surface at this compound. This compound would be a temporary working area, required for approximately 7 years, with an expected commencement of 2023, and a permanent valve house structure with associated ancillary infrastructure is proposed to remain at the site following completion of the works.

#### ***Bonstone Compound***

2.6 This proposed compound would be the reception compound for the TBM from the Braddup Compound. This compound would be a temporary working area, required for approximately 4 years, with an expected commencement of 2024 and a permanent valve house structure with associated ancillary infrastructure is proposed to remain at the site following completion of the works.

#### ***Braddup Compound***

2.7 This proposed compound would be the launch compound for the TBM to the Bonstone Compound. This compound would be a temporary working area, required for approximately 4 years, with an expected commencement of 2024 and a permanent valve house structure with associated ancillary infrastructure is proposed to remain at the site following completion of the works.

2.8 In addition to the proposed tunnel, the following permanent works are proposed at the compounds:

- Valve house buildings and stone road/hard standing surrounded with stock proof fencing
- Air valve or underground chamber
- Permanent accesses to proposed UU infrastructure
- Local ground re-profiling over new pipeline(s)

- 2.9 There are also several significant temporary works proposed (in addition to the main construction compounds mentioned above):
- The Proposed Hodder Crossing Bridge for the Proposed Newton-in Bowland Compound haul route
  - The proposed Ribble Crossing (between the settlements of Waddington and West Bradford) consisting of a temporary clear span bridge and associated haul routes.
  - The Clitheroe Park & Ride compound facility within an existing car park opposite the Ribblesdale cement works to the west of West Bradford Road
  - The Clitheroe Heavy Goods Vehicle (HGV) holding facility, within the Ribblesdale cement works
  - A series of highway modification works, comprising of passing places and road widening, on the local highway network to facilitate safe access to the compounds.

### 3. **Relevant Planning History**

**3/2019/0977-** EIA scoping request for the installation of tunnelled pipework at the Bowland Section of the Haweswater Aqueduct and associated works. Construction site D adj Burnside Farm Back Lane Slaidburn BB7 3AJ and Construction site E adj Fober Farm Dunsop Road Newton.

**3/2019/0981-** EIA scoping request for the installation of tunnelled pipework at the Marl Hill Section of the Haweswater Aqueduct and associated works. Construction site A adj New Laithe Farm Slaidburn Road Newton BB7 3DL Construction site B adj Booker Farm Slaidburn Road Waddington

**3/2021/0119-** EIA scoping request for the installation of tunnelled pipework at the Bowland Section of the Haweswater Aqueduct and associated works. Construction site D adj Burnside Farm Back Lane Slaidburn BB7 3AJ and Construction site E adj Fober Farm Dunsop Road Newton BB7 3ED

**3/2021/0174-** EIA scoping request for the installation of tunnelled pipework at the Marl Hill Section of the Haweswater Aqueduct and associated works. Construction site A adj New Laithe Farm Slaidburn Road Newton BB7 3DL Construction site B adj Booker Farm Slaidburn Road Waddington BB7 3JJ

**3/2021/0390-** Consultation on LCC application LCC/2021/0015 (viewable via LCC website) for revised and enhanced restoration scheme incorporating tunnel arisings from the Haweswater Aqueduct Resilience Programme (HARP) namely the Bowland and Marl Hill tunnel sections. Waddington Fell Slaidburn Road Waddington

**3/2021/0974-** Consultation on Lancaster City Council application 20/00792/FUL for works for and use of replacement section of aqueduct. Haweswater Aqueduct Helks Brow Wray

**3/2022/0910-** Consultation on Lancaster City Council application 21/00792/FUL for works for and use of replacement section of aqueduct. Haweswater Aqueduct Helks Brow Wray

**3/2022/0955-** Consultation on LCC application LCC/2021/0015 (viewable via LCC website) for revised and enhanced restoration scheme incorporating tunnel arisings from the Haweswater Aqueduct Resilience Programme (HARP) namely the Bowland and Marl Hill tunnel sections

### 4. **Relevant Policies**

KEY STATEMENT DS1: Development Strategy  
KEY STATEMENT DS2: Sustainable Development  
KEY STATEMENT EN2: Landscape  
KEY STATEMENT EN3: Sustainable Development and Climate Change  
KEY STATEMENT EN4: Biodiversity and Geodiversity  
KEY STATEMENT EN5: Heritage Assets  
KEY STATEMENT DMI1: Planning Obligations  
KEY STATEMENT DMI2: Transport Considerations  
KEY STATEMENT DMG1: General Considerations  
KEY STATEMENT DMG2: Strategic Considerations  
KEY STATEMENT DMG3: Transport and Mobility  
KEY STATEMENT DME1: Protecting Trees and Woodlands  
KEY STATEMENT DME2: Landscape and Townscape Protection  
KEY STATEMENT DME3: Site and Species Protection and Conservation  
KEY STATEMENT DME4: Protecting Heritage Assets  
KEY STATEMENT DME6: Water Management  
KEY STATEMENT DMB5: Footpaths and Bridleways

National Planning Policy Framework  
National Planning Policy Practice Guidance  
Forest of Bowland Area of Outstanding Natural Beauty Landscape Character Assessment, September 2009.  
Countryside and Rights of Way Act 2000  
Forest of Bowland Area of Outstanding Natural Beauty Management Plan 2019 – 2024.

## 5. **Assessment of Proposed Development**

### Major Development Test

5.1 The Framework, Paragraph 172, affords AONB's the highest status of protection within the planning process and as such great weight should be given to preserving and enhancing both their landscape and scenic beauty. Therefore, applications for major development in such areas must be considered within that policy context and therefore they are subject to a specific test of appropriateness – that being the Major Development Test.

5.2 The applicable Major Development Test requires the planning decision maker to specifically consider

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- the cost of, and scope for, development elsewhere outside the designated area, or meeting the need for it in some other way; and
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

5.3 In considering the requirements of that test it has to be accepted that it is essential for there to be a continuity of safe drinking water supply to the region. United Utilities have considered a range of options in order to fulfil their water supply responsibilities, but these have not been deemed feasible because of the need to integrate with the established infrastructure. Fundamentally, the HARP project looks to integrate with, connect to and enhance the existing water supply infrastructure, all of which of course is already established and located in situ within the AONB, therefore in this instance there is an obvious fixed locational imperative. The proposed aqueduct construction works obviously mean that there will be some temporary impacts upon the character and appearance of the AONB but in the planning judgement these will only be short term in their nature and it is

intended that these will be mitigated as far as possible by the imposition of the suggested planning conditions and the related planning obligations (especially in terms of the required landscape and habitat restorations and proposed enhancements).

5.4 In February 2022 a Supplementary Environmental Information Report was submitted in support of both applications to seek to deal with comments received from statutory consultees on the planning applications to date. Section 4 of the SEI Report considers the landscape and visual aspects of alternative construction compound locations within the Area of Outstanding Natural Beauty (AONB). This landscape and visual appraisal explains:

#### *Braddup Compound*

5.5 The Proposed Braddup Compound is in a location surrounded by plantation woodland and linear woodland. Woodland provides a good level of screening, reducing the influence from disruption and perceived change to the landscape. The proposed compound would extend across two fields, separated by a defunct hedgerow, evident from the few remaining trees. The existing United Utilities valve house buildings within this location benefit from the screening provided by the woodland.

5.6 Within the same landscape character areas, surrounding areas and fields to the north and east have similar landscape characteristics, although with less woodland cover and less benefit gained from screening, resulting in more open aspects and a greater perception of change, albeit temporary. Hedgerows in these locations are more intact, with less opportunity for avoidance, assuming that the compound would be of a similar scale. Approximately 100 m to the west two larger fields are combined that potentially could accommodate the compound without loss of hedgerow. Approximately 200 m further to the west of this location is the historic Browsholme parkland surrounding Browsholme Hall, a Grade 1 listed building.

5.7 A construction compound located further west would have a greater chance of affecting the setting of Browsholme Hall. Historic landscape characterisation identifies land between Browsholme Hall and the preferred location as moorland and is considered more sensitive to change than the enclosed fields. Historic landscape characterisation of the current location. Areas within the same LCAs to the south of Cross Lane (south of the proposed compound location) have low levels of woodland cover and therefore less ability to limit influence of the proposed compound. Areas here are also, visually, quite open, allowing long distance views southwards.

5.8 In terms of visibility, woodland surrounding the proposed compound provides effective screening, limiting views towards the proposed compound, whereas surrounding areas are more open and would result a greater degree of visibility of disruption and change.

5.9 From an engineering design and construction viewpoint, a tunnel option to the west of the current aqueduct was discounted due to unsuitable topography. This was principally due to the presence of Bonstone Brook at the north end of the tunnel route which would have necessitated a significant above ground structure to span the watercourse. In addition, there would be insufficient ground cover at other sections of an eastern route. This would have required deep open cut construction at ground level in remote locations of the AONB where tunnelling would not be possible.

5.10 The proposed tunnel route terminates adjacent to the existing well building at Braddup in order to enable connection to the existing aqueduct pipelines that cross the Ribble Valley. The connection point location is fixed due to the need to maintain pressures in the pipelines and continuity of supply including to the existing offtakes. This results in the need for the tunnel to be constructed at or above circa 170 m AOD. An alternative termination

location would also necessitate significant lengths of open cut construction with a circa 100 m working corridor in order to lay new pipework to the connection point. Deviation from the 170 m contour level would also result in increased depths of excavation.

### *Bonstone Compound*

5.11 The Proposed Bonstone Compound location is surrounded by woodlands, and when viewed locally these provide a good level of screening from most locations, reducing the influence from disruption and perceived change to the landscape. The surrounding higher fells allow extensive views to most areas of the River Hodder valley below. The proposed location extends across four fields, with hedgerow and fence boundaries. Most hedgerow features would be retained and protected, although a very small part of a hedgerow would be removed and reinstated on completion of the work. A new valve house building would be located close to existing United Utilities infrastructure and would use the existing access track, again limiting any permanent change.

5.12 Within the same landscape character area, surrounding areas and fields to the south and east have a more open aspect being at a slightly higher elevation, with less benefit gained from nearby woodland, and therefore greater probability of disruption being perceived, thereby altering tranquillity within the settled valley location. The landscape nearer to the River Hodder becomes more open and remaining hedgerow boundaries are mainly made up of intermittent mature trees. There is a greater level of openness here and lack of screening features means there is less ability to reduce the influence from any development disruption.

5.13 In terms of visibility, woodland surrounding the proposed compound provides effective screening, limiting views towards the proposed compound, whereas surrounding areas are more open and would result greater visibility.

5.14 As for the Braddup compound, the termination position of the proposed tunnel enables connection to the existing aqueduct pipelines, which at Bonstone cross the Hodder valley. Similarly, the tunnel needs to be constructed at or above circa 170 m AOD. Any alternative termination locations would also require significant lengths of open cut construction with a circa 100 m working corridor in order to lay new pipework to the connection point. Deviation from the 170 m contour level would also result in increased depths of excavation.

### *Newton-in-Bowland Compound*

5.15 The SEI concludes that alternative locations for the Newton-in-Bowland Compound would broadly perform slightly better in landscape terms, due to the local topography, though they would all be characterised by additional construction works (greater than proposed in the planning application) to connect the new works into the existing asset over a longer distance. Therefore, the alternative locations, including the connection works, would result in a greater level of disruption on the landscape and potentially impact on a greater number of visual receptors over and above those described in the June 2021 Environmental Statement.

5.16 The Haweswater Aqueduct is gravity fed along its entire 110 km length, increasing physical separation between the newly-constructed asset and the connection point places the aqueduct at risk of falling outside gradient parameters which maintain the gravity flow, therefore requiring energy intensive pumps and permanent new structures in the AONB, and hence why the proposed location was chosen. This work complements the Major Development Test Report, which was included in the Planning, Design and Access Statement submitted in June 2021.

5.17 To conclude regarding the need for the development it is considered that therefore there is an essential need for this proposed development to take place within the AONB. The development is acknowledged to be in the wider public interest and whilst there will be some limited short term environmental and visual impacts upon the character and appearance of the AONB these will be only temporary rather than permanent in their nature.

#### Environmental Statement

5.18 Because of the nature of the intended works and the related acknowledged sensitivities of the proposed working areas these planning proposals have been appropriately subject to statutory Environmental Impact Assessment, with both applications supported by an Environmental Statement.

5.19 Prior to commencing the planning application process United Utilities submitted Environmental Statement Scoping requests in 2019 and 2021 and the LPA, after consulting with all of the relevant statutory bodies and other interested parties, subsequently issued appropriate responses.

5.20 Within their applicable responses both the AONB Advisors and Natural England considered that additional updated environmental information was required in order to enable the Local Planning Authority to reach a reasoned conclusion regarding the likely impacts of the proposed development.

5.21 Regulation 25 of the EIA Regulations enables the relevant authority to request an ES to be supplemented with additional information that is 'directly related to reaching a reasoned conclusion on the likely significant effects of the development.' Whilst a formal Regulation 25 letter was not issued by the Council in February 2022 a Supplementary Environmental Information (SEI) Report was submitted with additional information and clarifications. This additional information has been reviewed by the relevant consultees.

5.22 Having regard to all the environmental information that has now been submitted, and after taking into account the views of the relevant expert consultees, it is considered that the Environmental Impact Assessment that has been undertaken is appropriately extensive with the submitted information identifying all of the potentially applicable environmental issues and the related necessary mitigations. Accordingly, it is considered that, subject to mechanisms being put in place in order to satisfactorily delivery of all of the proposed related mitigations, these planning proposals can now be reasonably determined on their planning merits.

#### Highway Safety and Accessibility:

5.23 Both applications were submitted in July 2021 and amended in February 2022 via the submission of a Supplementary Environmental Information Report (SEI). The amendments included:

#### ***Construction traffic access proposals in the Clitheroe area and nearby villages***

5.24 Chapter 5 of the Planning Design and Access Statement (June 2021) made reference to two transport route options to serve the Newton-in-Bowland construction compound on the Proposed Bowland (RVBC) Section. Route Option 2 – referred to as the Ribble Crossing – has been adopted in preference to Route Option 1, albeit with a need to use local roads for a period of approximately nine months to enable construction of the Ribble and Hodder crossings – and hence a 'hybrid option'. Construction traffic would then be routed along the Ribble Crossing as soon as it is constructed, and it should be noted that all construction traffic associated with the tunnel construction works would use the Ribble



Crossing.

***Removal of road widening proposals in the Clitheroe area and nearby villages***

5.25 Further to the above, whilst Option 1 is in place, during the 9 month 'enabling phase', there would be a very infrequent requirement for HGVs to travel through Chatburn, Grindleton and West Bradford. On this basis, the changes proposed in February 2022 included that such movements would be managed without the need for the implementation of certain previously identified highway modifications: RW01 to RW07 inclusive, and therefore these were removed from the planning application (although RW01 is discussed further below).

***Newton-in-Bowland Compound Access track amendment***

5.26 The original submission provided details of a temporary access track that would be required to take construction vehicles from the B6478 Hallgate Hill road to the Newton-in-Bowland compound. This access track would cross farmland and would include a temporary bridge over the river Hodder. It has been necessary to realign approximately 400m of the access track to the north of the River Hodder to minimise severance of farm land and reduce the length of road construction within a groundwater-dependent terrestrial ecosystem (GWDTE). This resulted in a slight red-line boundary update to accommodate this re-alignment.

***Planning application boundary amendment north of Newton-in-Bowland Compound***

5.27 A revision was made in February 2022 to the planning application boundary for the Bowland Tunnel adjacent to and north of the Newton-in-Bowland Compound. The planning application red-lined boundary has been widened for the below-ground tunnel construction route to enable greater construction flexibility in response to potential future development (unassociated with HARP) at the surface and to manage ground conditions. The broader construction boundary applies over a length of approximately 1,400m. The tunnel bore diameter would however remain the same irrespective of where within the planning application boundary the tunnel is ultimately constructed.

***Provision of a temporary bridge at the Newton-in-Bowland compound to mitigate the impact of the works on Gamble Hole Farm Pasture Biological Heritage Site (BHS)***

5.28 Construction, within the current planning application boundary of the Newton-in-Bowland Compound, of a temporary bridge structure to span over a sensitive wildlife habitat known as Gamble Hole Farm Pasture BHS. The proposed bridge structure would be approximately 39 m in length and 4.5 m in height, with earthworks either side of the structure to link the access track road to the bridge deck.

5.29 The proposed vehicular access strategy to serve each compound during the construction stage will be from a singular dedicated access off the B6478. Construction vehicles are proposed to route to and from the compounds from the A59. The updated proposed routing strategies are:

1. Haulage Route 1 (use of existing public highway) is proposed for the initial 9 months of the project to establish the proposed crossings over the River Ribble and River Hodder only. These are pre-commencement works. This will be protected by a suitably worded condition.
2. Haulage Route 2 (proposed crossing over the River Ribble) is then proposed as the main route for all construction vehicles, with Route 1 not being used by HARP vehicles (main construction route expected from 2023 – 2030). This will be protected by a suitably worded condition.

### *Haulage Route 1*

5.30 The proposal for Route 1 can be divided into 5 sections (please note that when LCC Highways have assessed these routes they have broken the routes down into 4 routes for the purposes of the suggested conditions, as this breakdown makes it easier to link conditions, restrictions and management for certain route- within the suggested conditions route 1d route including the route through Newton-in-Bowland- see suggested conditions):

- **Route 1A** (through Waddington and Clitheroe for vehicles under 3.5m high) to access the northern end of the proposed Ribble Crossing- there is a requirement for construction vehicles to use this route, for the initial 9 months.
- **Route 1B** (through Chatburn for vehicles over 3.5m high) to access the northern end of the proposed Ribble Crossing- there is a requirement for construction vehicles to use this route, for the initial 9 months.
- **Route 1C** (adjacent to Hanson Cement) to access the southern end of the proposed Ribble Crossing- This section of the route already serves HGVs frequently, up to Hanson Cement. There is a bus stop at the location of the proposed Ribble Crossing access on West Bradford Road, that will be suspended during the project, and reinstated with new infrastructure upon completion of the HARP project.
- **Route 1D (Slaidburn Road)** extension to Routes 1A and 1B to access the B6478 for the eastern side of the proposed Hodder Crossing.
- **Route 1E (through Newton in Bowland)** is proposed to access the western side of the proposed Hodder Crossing.

### *Haulage Route 2- Main Construction Route*

5.31 The main construction vehicle route (Route 2) that is anticipated from 2023 to 2030 utilises sections of the above routing strategy to access the compounds (i.e., Route 1C, the Ribble Crossing, Route 1D and the Hodder Crossing). This route will, at no point of the project, become adopted highway. The proposed Ribble and Hodder crossings and haul roads will only be for the use of HARP vehicles, with no public access. The mainline will retain priority with the haul roads being secondary, with give-way road markings at their junctions.

5.32 The construction of the Ribble crossing is anticipated to take approximately 9 months in total, and it is envisaged that access to the northern extent of the Ribble Crossing, off West Bradford Road between Waddington and West Bradford, would be required to construct the temporary haul route. For this reason, and to enable simultaneous construction of the Hodder Crossing, United Utilities is seeking flexibility to use Route Option 1 during the enabling works phase; a period lasting no more than 9 months.

5.33 Construction traffic would be routed along the Ribble Crossing as soon as it is constructed. All construction traffic associated with the tunnel construction works would use the Ribble Crossing. On completion of construction works, the Ribble Crossing would also be used for any traffic associated with the commissioning of the new tunnels and reinstatement of associated compounds and would be fully reinstated on completion of all other works.

### *Newton-in-Bowland Compound*

5.34 A staggered junction is proposed on Newton Road opposite the access for Fober Barn, providing connection between the haul road and compound. This is agreed in principle by LCC, subject to detailed design including safety audit, and the taper towards the village of Newton-in-Bowland is not required as does not form any routing strategy.

### *Bonstone Compound*

5.35 The proposed vehicular access strategy to serve the compound during the construction stage will be from an existing access off the B6478 on the western side, in the area shown

as Blue Gates on the Ordinance Survey maps, which would be modified to accommodate the anticipated construction vehicles.

#### *Braddup Compound*

5.36 The proposed vehicular access strategy to serve the compound during the construction stage will be from a new access off the B6478 on the western side, north of Bookers Farm, immediately south of an existing access.

#### *Trip Generation*

5.37 In respect of trip generation associated with the development the levels of impacts vary through the period of works and location on the highway network. LCC have suggested caps on HGV movement derived on their review of existing traffic flows, HGV proportions, network and operational constraints and highway safety. These are as follows.

#### **Route 1A**

5.38 The applicant proposes 07:00 to 19:00 working hours. HGV movements into the site will be restricted during the following hours (term time only):

- 08:00 to 09:00 (Monday to Friday)
- 14:00 to 15:00 (Wednesday)
- 15:15 to 16:15 (Monday to Friday, excluding Wednesday)

5.39 It is suggested that these restrictions are monitored. As the project programme spans many years it is important that the planning condition is flexible enough to increase/reduce restricted hours based on monitored evidence- this is addressed within the suggested conditions.

#### 5.40 Permitted HGV Movements

- a) The average number of HARP HGVs using this corridor, over the duration of the works, shall be no more than 30 in each direction in any one working day (total 60 two-way movements); and
- b) Notwithstanding (a) above, a maximum of 45 HARP HGVs can use this part of the network in each direction in any one working day (total 90 two-way movements).

#### **Route 1B**

5.41 The applicant proposes 07:00 to 19:00 working hours. HGV movements into the site will be restricted during the following hours (term time only):

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

#### 5.42 Permitted HGV Movements

- a) The average number of HGVs using this corridor, over the duration of the works, shall be no more than 2 in each direction in any one working day (total 4 two-way movements); and
- b) Notwithstanding (a) above, a maximum of 7 HGVs may use this part of the network in each direction in any one working day (total 14 two-way movements);
- c) The maximum number of HGVs using this corridor, in any working day, shall be no more than 1 in each direction in any one working hour (total 2 two-way movements).

#### **Route 1E (for the initial 9 months period only)**

5.43 The applicant proposes 07:00 to 19:00 working hours. HGV movements into the site will need to be restricted during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 14:00 to 15:00 (Wednesday)
- 15:15 to 16:15 (Monday to Friday, excluding Wednesday)
- In addition, no movements to take place during school holiday or on weekends.

#### 5.44 Permitted HGV Movements

- a) The maximum number of HGVs using this corridor, over the duration of the works, shall be no more than 2 in each direction in any one working day (total 4 two-way movements); and
- b) The HGV vehicles movements to use this corridor for no more than 2 days in any week (between Monday and Friday).

#### **West Bradford Road (between proposed Haul Road access and B6478 Slaidburn Road) (for period of full project)**

#### 5.45 HGV movements into the site will need to be restricted during the following hours (term time only):

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

#### 5.46 Permitted HGV Movements

- a) The average number of HGVs using this corridor, over the duration of the works, shall be no more than 36 in each direction in any one working day (total 72 two-way movements);
- b) Notwithstanding (a) above, a maximum of 60 HGVs may use this part of the network in each direction in any one working day (total 120 two-way movements);
- c) The maximum number of HGVs using this corridor, in any working day, shall be no more than 6 in each direction in any one working hour (total 12 two-way movements).

#### **B6478 Slaidburn Road and B6478 Hallgate Hill (for period of full project)**

#### 5.47 Permitted HGV Movements

- a) The average number of HGVs using this corridor, over the duration of the works, shall be no more than 75 in each direction in any one working day (total 150 two-way movements);
- b) Notwithstanding (a) above, a maximum of 125 HGVs may use this part of the network in each direction in any one working day (total 250 two-way movements);
- c) The maximum number of HGVs using this corridor, in any working day, shall be no more than 13 in each direction in any one working hour (total 26 two-way movements).

5.48 As set out above the highway impacts of the development are the biggest cause for concern in respect of both applications. Specific concerns raised include the impact of the development on the existing highways, hedges and walls. Areas of proposed road widening are required to facilitate the development. In this regard the applicants have confirmed that:

5.48.1 Road widening within the highway boundary would be retained permanently, provided they do form part of a protected verge or within the boundary of a Biological Heritage Site, following completion of the construction works.

5.48.2 Hedgerows and / or walls removed to accommodate temporary works will be reinstated and final reinstatement plans will be subject to a planning condition.

5.48.3 Sections of road widening involving works outside of the highway boundary will be fully reinstated.

5.49 Following the receipt of LCC Highway comments in January 2023 the outstanding highway matters were identified as follows:

#### **Route 1A**

5.50 LCC confirmed that the latest scheme was a retrograde step from the previously proposed scheme and is not supported as it would result in adverse safety conditions for all users.

#### **Route 1B**

5.51 LCC confirmed that there is still a requirement for the previously proposed road widening RW01

### **Route 1E (Through Newton-in-Bowland)**

5.52 To access the western end of the proposed Hodder Crossing, the CTMP states that it is 'anticipated that there will be a need for some Light Vehicle and HGV movements through Newton-in-Bowland village'. LCC requested a clear breakdown of the expected number of HGVs through this section has also not been provided, as is required to consider the workability of any proposal. UU plan to negotiate with the community in terms of the vehicle movements.

### **Safety Audits**

5.53 LCC requested Safety Audits for the highway schemes that are required but have not been yet provided (i.e., West Bradford Road and through Newton-in-Bowland). This Audits must be provided prior to these applications being considered by planning committee, even in principle.

### **Newton Compound**

5.54 LCC were concerned that it was unclear from the drawings presented to date what provision is proposed for non-vehicular movements (of workers) between the proposed parking and welfare area (south of Newton Road) to the tunnel shaft area (north of Newton Road). Whilst this is not requested at this stage it is for the applicant to satisfy themselves that a safe layout is delivered.

### **Construction Traffic Management Plan (CTMP)**

5.55 The development will be subject to a very detailed Construction Traffic Management Plan (CTMP) which will be preventative and reactive to the impact of the development on the highways. The CTMP will be monitored, reviewed and improved where necessary and there will be a planning obligation relating to the creation of a Stakeholder group with local community input to monitor the development throughout the construction period. In January 2023 LCC commented that a revised CTMP is required to address the outstanding matters.

5.56 Amended plans to address the outstanding matters were submitted in February 2023. This included an updated CTMP.

### **February 2023**

5.57 On 17th February 2023, following extensive discussions, the Highway Authority confirmed that the impacts of the proposals on the Local Highway Network, could be made acceptable. Several matters will need to be addressed by suitably worded conditions or within a legal agreement, see below.

5.58 It is expected that highway works will be required and controlled by conditions if planning approval is granted for this proposal. Any highway schemes agreed 'in principle' will be subject to detailed design. Given the nature of the proposal, with impacts during the construction stage, the trigger points for all works are to be agreed with LCC Highways and the LPA.

### **Matters to be addressed via Planning Condition/ Legal Agreement**

5.59 The following matters have been highlighted by LCC Highways to be dealt with if planning permission is granted.

- Parking review will need to be undertaken at the beginning of the project, with a review every 3 month (in particular, through Clitheroe, Waddington, West Bradford and Chatburn).
- A number of villages that HGVs will be travelling through, where constraints exist

(limited road width, limited/no footway, limited visibility etc.), speed limits will need to be reduced to 20mph, funded through this application, with supporting gateway treatment. Otherwise, may influence driver behaviour of other vehicles travelling at higher speeds in either direction resulting in conflict/collisions.

- Prior to the project commencing, and during the period of the project, any locations of the carriageway or verge that shows signs of wear and tear or damage should be repaired (including all highway assets, 3rd party assets and consequential costs) with the cost being borne by the applicant as a preventative approach to limit early project delay (as a consequence of additional use). [Note: this will be clearly defined within the conditions to relate to the development under consideration]
- The applicant is required to have regard for, and make suitable adjustments to their operation satisfying (this to be kept live and reviewed throughout the project):
  - school drop off and pick up times
  - bus timetables
  - railway timetable (West Bradford Road Crossing)
  - refuse collection times and routing
  - utility works (planned and emergency)
  - landowners adjoining the highway (maintenance and development works)

in order to minimise/manage conflict on the highway.

- Clear information boards that highlight the duration, progress, remaining works and anticipated vehicles. These are to be located through all villages and communities that will be passed by construction vehicles. Exact locations to be conditioned.
- In many locations, existing verge and foliage has reduced the available carriageway width and visibility spays and visibility of infrastructure. LCCs current maintenance strategy is adequate for the current use of the routes. The proposed project and the frequency and sizes of HGVs expected, there is a clear need for additional cutting back and frequent maintaining of verges and foliage. Prior to the project commencing, all verges and foliage must be cut back, as a minimum to the edge of the highway and where possible to the edge of the adoption. Cutting back should not be to the extent that it undermines foliage beyond the highway boundary, batters, embankments and tree roots. The requirement to provide vegetation and verge maintenance through the full route needs to have regard to nesting season, with an assessment every 3 months and where necessary, cutting back is also undertaken. [Note: this will be clearly defined within the conditions to relate to the development under consideration]
- To maintain lane discipline, there is a need to renew all road marking / traffic calming schemes, along all routes used by HARP vehicles. [Note: this will be clearly defined within the conditions to relate to the development under consideration]
- While an area wide TRO is in place protecting the area and the structures within, structural surveys are to be undertaken on all structures on a regular basis, with additional evidence collected (photographic) and identification of any works required in line with loading capacities (and delivered in a timely manner). Frequency of survey and consequences to be agreed. The cost of any additional assessments and necessary works, over and above that which would be picked up by LCC as maintenance, to be funded by the applicant. All maintenance works to be carried out and completed as soon as the Local Highway Authority require.
- It is not clear whether the convoying of HGVs will be proposed. If so, all structures need to be assessed with consideration of multiple and cyclic loading from all vehicles in a convoy.
- In locations where widenings/passing places are provided, resurfacing beyond these limits may be required. Again, to be funded by the applicant.
- All of the above is supported by the applicant (UU) and to be controlled by a suitably worded planning condition and be delivered, where appropriate, by a s278 agreement. The s278 agreement must be signed prior to any progress on this project, including pre-commencement works.

### Public Rights of Way

5.60 Short diversions of Public Rights of Way (PROW) will be required to facilitate the development. The PROW Capital Project Officer at LCC has commented on the proposed developments as follows.

#### *Newton In Bowland Compound*

5.61 Footpath 3-29-FP31, 3-29-FP32, 3-29-FP26, 3-29-FP35 are impacted by the proposed compound. Pedestrian gates are to be installed at the controlled access point on footpath 3-29-FP26.

5.62 The temporary diversion of footpath 3-29-FP31 is to be around the edge of the construction compound to Newton Road/Dunsop Bridge Road as this will cause less disturbance to users of the path. To improve connectivity between footpath 3-29-FP32 and 3-29-FP15, prior to the operation of the compound, the exit points on the highway are to be replaced with pedestrian gates, unless required for stock control when a metal kissing gate with meshed hoop should be installed.

#### *Bonstone Compound*

5.63 Footpath 3-29-FP43 runs along the proposed access track with footpath 3-29-FP42 linking to the path west of the cattle grid leading from Slaidburn Road. Public Rights of Way support the diversion of footpath 3-29-FP43 to protect users of the path.

#### *Braddup Compound*

5.64 Footpath 3-43-FP8 and Bridleway 3-5-BW1 cross the proposed access track. Public Rights of Way supports the proposed gated access points and requests these be pedestrian gates, unless required for stock control when a metal kissing gate with meshed hoop should be installed. Signs should be installed on the access track to alter drivers to pedestrians crossing.

#### *Construction Traffic Routes – Ribble Crossing*

5.65 The creation of a bridge across the River Ribble at this location will impact on a number of heavily used public rights of way. The 6 month temporary diversion of footpath 3-1-FP2, also part of the popular Ribble Way, around the compound exiting further south on West Bradford Road is noted.

5.66 The 6-week temporary diversion of footpath 3-44-FP23 around the edge of the compound is noted.

5.67 Footpath 3-43-FP22 is proposed to run along the western side of the Ribble crossing, which raises a concern for path users being obstructed by overhanging branches. To prevent the footpath becoming obstructed by vegetation, trees or bushes a minimum width of 3m must remain between the tree line and the footpath. The footpath must be a minimum 2m usable width.

5.68 To mitigate the disturbance to the PROW network as a result of these works the following access improvements are requested;

- 1) The kissing gate at the bottom of the steps leading from Clitheroe Road on footpath 3-44-FP23 be replaced
- 2) Surface improvements between the trees at the western end of footpath 3-44-FP23 be completed
- 3) All access points on footpath 3-44-FP22, 3-43-FP23, 3-44-FP21, 3-43-FP23, 3-43-FP22 be replaced with pedestrian gates, unless required for stock control when a metal kissing gate with meshed hoop should be installed

4) Surface and step replacement improvements be made to 3-43-FP23

5.69 If planning permission is granted, applications for the diversion of PROWs wherever required would be submitted to Lancashire County Council with appropriate mitigation implemented in full prior to the PROW being affected. The Updated Environmental Masterplan Drawings illustrate the length of PROW affected and proposed diversion routes.

#### Waddington Quarry

5.70 Lancashire County Council as the Minerals and Waste Authority have recently granted planning permission for the importation and deposit of upto 1.5 million tonnes of excavated tunnel waste, derived solely from the tunnelling operations subject to the two applications, at Waddington Fell Quarry.

5.71 Following LCC's decision the Principal Planning Officer at LCC has written in respect of both planning applications making the following comments:

- Lancashire County Council's Development Control Committee considered the above planning application at their meeting on 21 December 2022 and resolved to grant planning permission for a revised restoration scheme at Waddington Fell Quarry incorporating excavated tunnel and shaft arisings associated with the Haweswater Aqueduct Resilience Programme (HARP) (ref. LCC/2021/0015).
- The decision notice includes conditions that were considered reasonable and appropriate for the proposed development, and you will note that the permission can only be implemented in practice subject to permission being granted by Ribble Valley Borough Council for the HARP scheme.
- Permission LCC/2021/0015 includes conditions controlling vehicle movement numbers, hours of working, improvements to the site entrance arrangements and a requirement to upgrade the wheel cleaning facilities. The wider HARP scheme incorporates a range of other proposed highway improvements including passing places, and an overarching construction traffic management plan. These matters should be addressed through the determination of the HARP application given the relationship with the source of the waste material and other tunnel construction related traffic.
- The County Council Development Control Committee's decision was made on the basis that officers would write to Ribble Valley Borough Council to emphasise the Committee's concerns with regard to the impact of HGV movements associated with the wider HARP scheme, and to request that Ribble Valley Borough Council include sufficient controls on highway related matters should permission be granted for the HARP scheme to ensure that highway impacts would be minimised.

#### Ecology

5.72 In accordance with the Habitats Directive in reaching the planning decision the Local Planning Authority needs to consider the licensing tests given in the Habitats Regulations. In summary, these are that:

1. The development is required for the purpose of
  - preserving public health or public safety,
  - for other imperative reasons of over-riding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment.
  - for preventing serious damage to property.
2. There is no satisfactory alternative.
3. The proposal will not be detrimental to the maintenance of the population of the species at a favourable conservation status.

5.73 This requirement does not negate the need for a Licence from Natural England in



respect of Protected Species and the Local Planning Authority are required to engage with the Directive.

5.74 Specialist advisors to the AONB (Steve Brereton, LCC Senior Landscape Architect and John Jones, LCC Principal Ecologist) have been involved throughout the whole timescale of both planning applications which has included various meetings with United Utilities. Additionally Natural England have been consulted throughout the application process.

5.75 Full consideration of the methodology and approach taken when compiling the Supplementary Environmental Information have been discussed in detail along with the limitations of this information at this stage due to the 'Design and Build' approach being taken for construction.

5.76 United Utilities have confirmed that should planning permission be forthcoming any remaining landscape and ecological concerns will be dealt with by a series of 'Grampian' conditions/ planning obligations and the AONB Partnership would be consulted on these when formal discharge is sought.

5.77 Natural England commented that protected species surveys should not be dealt with through planning conditions, because there is a need to consider the full impact on protected species before the grant planning permission. Further surveys were undertaken in this regard last year.

5.78 If the proposal is likely to affect a protected species you can grant planning permission where:

- a qualified ecologist has carried out an appropriate survey (where needed) at the correct time of year
- there's enough information to assess the impact on protected species
- all appropriate avoidance and mitigation measures have been incorporated into the development and appropriately secured
- a protected species licence is needed it is likely to be granted by Natural England or Defra
- any compensation measures are acceptable and can be put in place
- monitoring and review plans are in place, where appropriate
- all wider planning considerations are met

5.79 The AONB Partnership is satisfied with the additional information provided by the applicant on landscape and ecology at this stage and is content for the local planning authorities to determine the relevant planning applications as required. Conditions have been suggested in terms of mitigating any ecological impact and a S106 obligation in respect of biodiversity net gain and a detailed habitat creation and management plan. Whilst Natural England have not confirmed whether a licence will be granted, they are fully aware of the proposals and the AONBs expert opinion has been provided on the ecological matters. The requirement for licences is a separate legal process with the relevant agencies.

5.80 In respect of the three 'derogation tests' the development is needed in the public interest (to maintain a water supply), the possible alternatives have been fully considered and discounted and a favourable conservation status can be maintained. As such the tests have been met in respect of this development and the Council has fulfilled its duty by engaging with the Habitats Directive.

### Landscape

5.81 LCCs Landscape Architect has reviewed the proposals on behalf of the AONB and has commented as follows.

#### *Bonstone compound*

5.82 This would be located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB), a landscape of national importance and will connect the existing Haweswater Aqueduct into the new aqueduct. This site would house the reception shaft for the tunnel boring machine which would be driven from the Braddup compound to the south. Surplus tunnel arisings would be temporarily stored within the compound's boundaries and then removed from the site. The proposed Bonstone Compound site would be situated on the north facing side of the Hodder Valley overlooking Newton in Bowland.

#### *Braddup compound*

5.83 The Braddup Compound would also be located within the AONB and is the launch site for the tunnel boring machine which would be driven to the Bonstone compound to the north. Surplus tunnel arisings would be temporarily stored within the compound's boundaries and then removed from the site. The compound is located to the north of Clitheroe.

#### *Newton in Bowland Compound*

5.84 This would be located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). This site would house the launch shaft for the tunnel boring machine which would be driven to the Lower Houses compound. Surplus tunnel arisings would be temporarily stored within the compound's boundaries and then removed from the site.

#### *Ribble Crossing and haul road*

5.85 These would be located adjacent to the Forest of Bowland AONB within land which forms part of the setting to the designated area. The Ribble crossing and haul road would be a 7.7 m wide temporary bitmac surfaced road approximately 1.5 km long with a temporary bridge over the River Ribble.

5.86 All three compounds are situated within areas of high landscape and visual sensitivity.

5.87 The Landscape Architect has raised concerns about the impact of the development from a visual and landscape impact but concludes that subject to the applicant providing the additional essential mitigation measures required the landscape and visual effects of the proposed compound works would likely be acceptable in landscape and visual terms. Whilst there would be significant adverse short-term effects the natural beauty and special qualities of the Forest of Bowland AONB landscape would not be permanently harmed. Conditions are suggested in this regard.

### Flood Risk/ Drainage

5.88 Following a scoping assessment, four sources of risk were identified as requiring assessment: fluvial flooding, surface water, groundwater and reservoirs. The assessment of fluvial, surface water and reservoir flood risk has focused on the above-ground elements of as well as the impact of groundwater discharges to receiving watercourses. The scope of the assessment did not include the risk of failure from the aqueduct itself; the ongoing operation of existing infrastructure such as washouts and overflows; or flood risk from the failure of the aqueduct.

5.89 The proposed tunnel sections will be designed using appropriate flood design standards and good practices to ensure the flood risks and potential impacts would be mitigated. The

Construction Code of Practice has been produced to provide an overview of appropriate flood design principles, standards and good practice to be considered at later stages of the design process (addressed by condition).

5.90 With embedded mitigation and commitments to apply good practice, it is assumed that the proposed tunnel sections will remain safe from flooding and would not impact flood risk elsewhere. However, significant potential effects have been identified relating to the commissioning flows and additional essential mitigation would be required relating to these impacts. With this additional mitigation effectively defined and implemented, the proposed sections will have a neutral overall effect on flood risk.

5.91 The developments have been reviewed by the Lead Local Flood Authority who have concluded that they will be safe from flooding throughout its operational life and would not increase the risk of flooding elsewhere. Therefore, it would comply with the requirements of the NPPF and with the requirements of local planning policies and guidance.

#### Noise and Vibration

5.92 A lot of concerns have been raised about the noise and vibration impacts of the development. The Council's Environmental Health team have commented that construction mitigation measures for the management of construction airborne noise and vibration can be secured by condition.

5.93 Within the supporting information noise and vibration mitigation has considered embedded mitigation, e.g. site hoarding, and Best Practicable Means (BPM), e.g. non-vibratory compaction techniques. Examples of BPM are presented in the Construction Code of Practice (CCoP) and would be used to mitigate impacts as far as practicable. The assessment has proposed specific mitigation, including the use of temporary barriers when works are undertaken close to properties.

5.94 Although increased noise levels are likely to occur during construction works, the effects are predicted to be below the significance thresholds used in the assessment undertaken as part of the application.

#### Response to comments raised.

5.95 As part of the supplementary information submitted early 2022 a response to the comments made up until December 2021 was provided. These are available to view on the Council's website (appendices to the SEI- Summary of Consultation Responses to the Ribble Valley Borough Council Application). Some of the responses to the specific concerns which are not specifically covered above are set out below.

5.96 **Water Quality:** United Utilities carried out baseline water quality monitoring starting in 2022 to obtain an accurate picture of current water quality in the River Ribble, taking into account seasonal variations. United Utilities will use the baseline data to inform the definition of water quality parameters which activities on site would be monitored against.

5.97 **Alternative options (such as conveyor, cable car or an extension to the electric tunnel locomotive):** As an alternative to transporting tunnel arisings to Waddington Fell Quarry from the Newton-in-Bowland compound via road, the use of either belt conveyor systems or ropeway systems has been considered. Such systems are used in large scale bulk material handling processes (often mining and quarry work). The longer distance systems are usually justifiable in locations where there is limited existing highway infrastructure or transportation distances can be significantly reduced by using them.

5.98 The anticipated tunnelling production rates are such that the tonnage per hour of

arisings generated would be at the lower end of what such systems are typically used for.

- 5.99 For either system an easement (circa 15m wide) would be needed along each route. This would impact a number of field boundaries through the AONB and would impact priority habitats (upland heathland surrounds the quarry) as well as hedgerows and trees. The topography and distance along potential routes, along with the anticipated arisings rates, suggest a ropeway system would be the most applicable system.
- 5.100 For a ropeway system it is anticipated that supporting pylons circa 30m high with a ground footprint circa 15m<sup>2</sup> would be required at an interval of approximately 400m. For the Proposed Bowland Section, the ropeway would be circa 4.2km long with a 220m change in elevation. During operation this would result in a significant new feature in a sensitive landscape.
- 5.101 There would also be impacts associated with the construction of any ropeway system, as access to and along the line of any ropeway would be required. In addition, road haulage would still be required to facilitate the delivery of materials (such as tunnel lining), plant, machinery, cabins and personnel to the compound site and thus the proposed highway modifications, temporary crossings of the Ribble and Hodder, HGV Holding Area and Park and Ride facility would still be required.
- 5.102 Taking these points into account and given the location within the AONB, it was considered that the proposal to install a ropeway/conveyor system would not meet the tests set out in Paragraph 177 of the National Planning Policy Framework, given that a viable alternative (i.e., road transport) exists.
- 5.103 **Impact on Schools:** HGV movements would be restricted between the hours of 08:00 to 09:00 and 14:45 to 16:00 Monday to Friday to avoid traffic impact during school drop-off periods. United Utilities recognises that Clitheroe Royal Grammar School finishes at 14:40 on Wednesdays. The proposed restricted hours would be reviewed with the local schools and agreed with Lancashire County Council Highways, in consultation with the local community, near the commencement of construction activities to consider the most up to-date school schedules.
- 5.104 The adoption of Haulage Route Option 2 (the Ribble Crossing) would remove the need for construction vehicles to drive past Waddington and West Bradford Primary School, except for infrequent movements during an initial 9-month period to facilitate the construction of the Ribble and Hodder Crossings
- 5.105 **Alternative Options:** The preferred option, which is the subject of these planning applications, was selected following a comprehensive option identification and appraisal process. The Proposed Programme of Works delivers the necessary long-term resilience benefits and represents best value to customers and has been included within United Utilities' Water Resources Management Plan (WRMP) approved by the Secretary of State and OFWAT. The option assessment process was informed by Strategic Environmental Assessment and an extensive consultation process with regulators and customers. It concluded that alternative options, including those involving works outside the Forest of Bowland AONB, offered insufficient risk reduction to water quality and risk of supply interruptions. The only feasible means of securing a long-term resilient water supply is therefore through replacement all of the tunnel sections of the existing Haweswater Aqueduct, which requires connection into the existing infrastructure at locations within designated areas, including the Forest of Bowland AONB.
- 5.106 **Impact on the Conservation Area:** The anticipated adverse effects on Waddington

conservation area are sought to be mitigated through the implementation of the Clitheroe Park and Ride, which would reduce the number of vehicles needing to travel through the village. In addition, the adoption of the Ribble Crossing as the proposed route for all construction traffic would remove the need for general construction traffic to travel along the B6478 through Waddington, except for an initial 9-month period to facilitate the construction of the Ribble Crossing.

**5.107 Impact on highway surfaces:** A draft Road Condition Monitoring and Maintenance Strategy has been submitted to the Highway Authority. Suitable conditions will be attached to ensure that there is sufficient provision for necessary monitoring and maintenance of the highway network throughout the construction period.

**5.108 Impact on private water supplies:** The detailed design of the proposed works would seek to avoid impacts on existing private water supplies, however where this is not possible an alternative supply would be provided in consultation with the owner. This will be secured by condition.

**5.109 Compensation for damage to properties:** a number of comments received refer to suggested agreement of compensation for any damage caused to properties from the increased usage of the highways by HGVs. Any such compensation would be a private arrangements between United Utilities and the property owners.

**5.110 Lack of Consultation:** Since 2017 United Utilities started the process of consulting on proposals to address concerns raised in respect of the existing aqueduct. Following discussions with stakeholders in 2019 United Utilities have sought to engage with relevant groups/ communities/ stakeholders as follows:

- In March 2020, United Utilities undertook a series of public exhibitions to showcase the proposed Programme of Works to the general public, including exhibitions at Newton-in-Bowland and Waddington.
- Due to the COVID-19 pandemic United Utilities revised its consultation plans to deliver a digital-first programme instead, offering opportunities for residents, stakeholders and property owners to submit feedback and, through online chat services, meet with the project team and ask questions.
- As well as using this new online 'virtual exhibition' platform, a Freephone information line and dedicated project email address were made available throughout the course of the pre-application stage
- United Utilities has hosted a page on its corporate website dedicated to HARP since December 2019.
- In addition to face to face and online exhibitions, United Utilities attended Parish Council meetings where possible
- Following the review of comments, United Utilities held an additional online exhibition to inform and display the updated and final planning application proposals.
- A webinar was hosted on Thursday 3rd June where members of the HARP team presented and talked through the latest proposals for the proposed sections and took questions from attendees.

**5.111** There has been a significant amount of consultation in respect of the proposed development.

#### Section 106 Agreement

**5.112** It is suggested that the following items are secured as planning obligations:

- Funding for a full LCC post, at Grade 9 Level, for the duration of the project to address

the requirement of ongoing collaborative work, required to ensure the best management of the Construction Traffic Management Plan

- Pedestrian / cycle / PRow improvements
- Funding and support for a local authority partnership forum for the duration of the project, linking to scheme progress, monitoring to potentially negate against the need for district planning enforcement. The forum can be used to discuss other matters of importance to those that are attending.
- Biodiversity Net Gain- including the provision and management of any compensatory habitat
- Community liaison officer would be appointed to act as a point of contact for community engagement prior to the commencement of the enabling works and during the construction phase and would respond to any issues of this nature raised by members of the local community.
- A detailed habitat creation and management plan
- Community facilities contribution

5.113 A separate legal agreement has been sent to LCC entitled “Extraordinary Construction Access to the Highway”, which includes for obligations relating to monitoring and maintenance of the highway network throughout the construction.

## 6. **Conclusion**

6.1 In conclusion it is acknowledged that upgrading of this important piece of regional water supply infrastructure is necessary however there will be impacts associated with the development. Whilst the impacts will only be temporarily experienced during the construction stage (albeit extended for a considerable temporary period) it is considered that appropriate measures can be put in place in order to manage and mitigate as far as possible those temporary impacts, and to ensure the delivery of the associated long-term regional and community benefits, it is considered that planning permission can be granted for both applications.

## 7. **Recommendation**

7.1 That the applications be **DEFERRED and DELEGATED** to the Director of Economic Development and Planning for approval following the satisfactory completion of a Legal Agreement, within 6 months from the date of this Committee meeting or delegated to the Director of Economic Development and Planning in conjunction with the Chairperson and Vice Chairperson of Planning and Development Committee should exceptional circumstances exist beyond the period of 6 months and subject to the following conditions:

1. The development must be begun not later than the expiration of five years beginning with the date of this permission.  
Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. Prior to the commencement of the development a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the proposed phasing of the development hereby approved, including the:
  - ‘Initial 9-month construction period’ (the details shall include the dates for the initial 9-month construction period) and
  - the ‘Main Project Stage’ (the details shall include the dates for the Main Project Stage).

The development thereafter shall be undertaken in accordance with the approved phasing plan. For the purposes of this planning permission, all references to a Phases or Sub-Phase shall be to a Phase or Sub-Phase as shown on the approved plan.  
Reason: To ensure the proper development of the site in a co-ordinated manner.

3. Prior to the commencement of each phase of the development, pursuant to condition 2,
  - a. environmental management system (EMS) detailing the procedures to deliver and monitor compliance with all the environmental requirements of the contract and all relevant legislation, standards, regulations and consents; and
  - b. site-specific Construction Environmental Management Plans (CEMPs) in full accordance with the submitted Construction Code of Practice (CCoP) see specific requirements below- condition 27.

Shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be undertaken in accordance with the approved EMS and CEMP

REASON: In the interests of the proper managements of the development throughout the construction period.

4. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings/ documents:

**MARL HILL SECTION (3/2021/0661)**

Document Title	Document Reference
Planning, Design & Access Statement (including Major Development Test, Drainage Statement, SUDS Proforma and Land Stability Statement)	RVBC-MH-APP-003
Construction Traffic Management Plan (with Appendices in 4 separate docs)	RVBC-MH-APP-007_03 P01
Marl Hill Section BNG Report - on site	RVBC-MH-APP-008_01 Rev 4.0
Marl Hill Section BNG Report - off site	RVBC-MH-APP-008_02 Rev 1

Drawing Title	Drawing Reference
Scheme Overview Plans	RVBC-MH-APP-004-01-01 Rev 0
Section Overview Plans	RVBC-MH-APP-004-01-02 Rev 1
Site Location Red Line Plan	RVBC-MH-APP-004-02 Rev 1
Site Layout Plans (Proposed Permanent - Bonstone Compound - Sheet 1 of 2)	80061155-01-JAC-TR4-97-DR-C-00002 Rev P02
Site Layout Plans (Proposed Permanent - Bonstone Compound - Sheet 2 of 2)	80061155-01-JAC-TR4-97-DR-C-00010 Rev P02
Site Layout Plans (Proposed Permanent - Braddup Compound)	80061155-01-JAC-TR4-97-DR-C-00004 Rev P03

Drawing Title	Drawing Reference
Sheet 1 of 2)	
Site Layout Plans (Proposed Permanent - Braddup Compound Sheet 2 of 2)	80061155-01-JAC-TR4-97-DR-C-00012 Rev P03
General Arrangement - Scheme Extents (Sheet 1 of 4)	RVBC-MH-APP-004-04_01
General Arrangement - Scheme Extents (Sheet 2 of 4)	RVBC-MH-APP-004-04_02
General Arrangement - Scheme Extents (Sheet 3 of 4)	RVBC-MH-APP-004-04_03
General Arrangement - Scheme Extents (Sheet 4 of 4)	RVBC-MH-APP-004-04_04 Rev 1
General Arrangements - Scheme Extents (River Ribble Crossing)	80061155-01-JAC-TR4-97-DR-C-00005 Rev P02
PROPOSED BONSTONE COMPOUND CONSTRUCTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-05_01
PROPOSED BONSTONE COMPOUND CONSTRUCTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-05_02
PROPOSED BRADDUP COMPOUND CONSTRUCTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-05_03 Rev 1
PROPOSED BRADDUP COMPOUND CONSTRUCTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-05_04 Rev 1
PROPOSED BONSTONE COMPOUND CONNECTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-06_01
PROPOSED BONSTONE COMPOUND CONNECTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-06_02
PROPOSED BRADDUP COMPOUND CONNECTION PHASE DRAWING SHEET 1 OF 2	RVBC-MH-APP-004-06_03 Rev 1
PROPOSED BRADDUP COMPOUND CONNECTION PHASE DRAWING SHEET 2 OF 2	RVBC-MH-APP-004-06_04 Rev 1
COMPOUND SECTIONS - BONSTONE COMPOUND	RVBC-MH-APP-004-07_01
COMPOUND SECTIONS - BRADDUP COMPOUND	RVBC-MH-APP-004-07_02
Bonstone Compound - Pipeline Open Cut Construction Easement - Cross Section	80061155-01-UU-TR4-XX-DR-C-20011 P01.1
Bonstone Compound - Proposed Pipeline Connection Layout	80061155-01-UU-TR4-XX-DR-C-20012 P01.1
Braddup Compound - Pipeline Open Cut Construction Easement - Cross Section	80061155-01-UU-TR4-XX-DR-C-20013 P01.1
Braddup Compound - Proposed Pipeline Connection Layout	80061155-01-UU-TR4-XX-DR-C-20014 P01.1



Drawing Title	Drawing Reference
COMPOUND ELEVATIONS - BONSTONE COMPOUND	RVBC-MH-APP-004-09_01 Rev 0
COMPOUND ELEVATIONS - BRADDUP COMPOUND	RVBC-MH-APP-004-09_02 Rev 0
BONSTONE COMPOUND PROPOSED VALVE HOUSE BUILDING ELEVATIONS	80061155-01-UU-TR4-XX-DR-C-00033 P01.1
BRADDUP COMPOUND PROPOSED VALVE HOUSE BUILDING ELEVATIONS	80061155-01-UU-TR4-XX-DR-C-00034 P01.1
BONSTONE COMPOUND TYPICAL RAISED CHAMBER DETAIL	80061155-01-UU-TR4-XX-DR-C-00035 P01.1
BRADDUP COMPOUND TYPICAL RAISED CHAMBER DETAIL	80061155-01-UU-TR4-XX-DR-C-00036 P01.1
BONSTONE COMPOUND PROPOSED FENCING AND GATE DETAIL	80061155-01-UU-TR4-XX-DR-C-00037 P01.1
BRADDUP COMPOUND PROPOSED FENCING AND GATE DETAIL	80061155-01-UU-TR4-XX-DR-C-00038 P01.1
PROPOSED RIBBLE CROSSING BRIDGE GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-JAC-TR4-97-DR-C-00008 P03
General Arrangement – Compound Junction Access Details (Bonstone Compound)	RVBC-MH-APP-004-11_01 D0
General Arrangement – Compound Junction Access Details (Braddup Compound)	RVBC-MH-APP-004-11_02 D0
HIGHWAYS WORKS PROPOSALS (SHEET LOCATIONS) SHEET 1 of 12	RVBC-MH-APP-004-12_01 Rev 1
Highways Works Proposals (Sheet 2 of 12)	RVBC-MH-APP-004-12_02 Rev 1
Highways Works Proposals (Sheet 3 of 12)	RVBC-MH-APP-004-12_03 Rev 1
Highways Works Proposals (Sheet 4 of 12)	RVBC-MH-APP-004-12_04 Rev 1
Highways Works Proposals (Sheet 5 of 12)	RVBC-MH-APP-004-12_05 Rev 1
Highways Works Proposals (Sheet 6 of 12)	RVBC-MH-APP-004-12_06 Rev 1
HIGHWAYS WORKS PROPOSALS - TYPICAL PASSING PLACE CROSS SECTIONS - SHEET 11 of 12	RVBC-MH-APP-004-12_07 (Rev 1)
HIGHWAYS WORKS PROPOSALS - TYPICAL ROAD WIDENING CROSS SECTIONS - SHEET 12 of 12	RVBC-MH-APP-004-12_08 (Rev 1)
Highways Works Proposals (Ribble	80061155-01-JAC-TR4-97-DR-C-00006

Drawing Title	Drawing Reference
Crossing Sheet 1 of 2)	P02
Highways Works Proposals (Ribble Crossing - Sheet 2 of 2)	80061155-01-JAC-TR4-97-DR-C-00007 P02
General Arrangement - Clitheroe Park & Ride Facility and HGV Holding Area	80061155-01-JAC-TR4-XX-DR-C-00030 P02.1
Waddington B6478 Temporary HGV Holding Location	80061155-01-UU-TR4-XX-DR-C-00040
West Clough Bridge Approach - Possible additional highways measures	80061155-01-UU-TR4-XX-DR-C-00041 West Clough Bridge Approach
Re-located bus stop - West Bradford Road	B27070CQ-JAC-XX-DR-C-TR4_WV-1107
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20017
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20018
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1108
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1110
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1111
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1112

Volume	Document Title	Document Reference	Original June 2021 Revision/ Version	Further Updates in the SEI Report (Feb 2022)?
Volume 3	Figure 1.1: Proposed Programme of Works	RVBC-MH-FIG-001-001	Rev 0	No
Volume 3	Figure 1.2: Planning Proposed Marl Hill Section	RVBC-MH-FIG-001-002	Rev 0	Yes - Rev 1 (in SEI)
Volume 3	Figure 3.1A: Planning Application Boundary Marl Hill Section	RVBC-MH-FIG-003-001A	Rev 0	Yes - Rev 1. (in SEI)
Volume 3	Figure 6.4: Landscape Character	RVBC-MH-FIG-006-004	Rev 0	No
Volume 3	Figure 6.5: Tree Constraints and Assessment Plan	RVBC-MH-FIG-006-005	Rev 0	Yes - RVBC-MH-FIG-006-005-AD1, (in SEI)

Volume 3	Figure 7.6: Private Water Supply Locations, Source Protection Zones and Spring Discharges as Recorded on Ordnance Survey Maps, GWDTE Surveys and documented by Preene Groundwater Consultancy Ltd (2014)	RVBC-MH-FIG-007-006	Rev 0	No
Volume 3	Figure 9A.9: Trees with Bat Roost Potential	RVBC-MH-FIG-009-01-09	Rev 0	Yes - See SEI-Appendix B5
Volume 3	Figure 20.1: Environmental Masterplan (Page 1 of 4)	RVBC-MH-FIG-020-001_pg1	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 2 of 4)	RVBC-MH-FIG-020-001_pg2	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 3 of 4)	RVBC-MH-FIG-020-001_pg3	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 4 of 4)	RVBC-MH-FIG-020-001_pg4	Rev 0	Yes - Rev 1, see SEI Appendix B9
Volume 4	Appendix 3.2: Construction Code of Practice	RVBC-MH-TA-003-002	Rev 0	No
Volume 4	Appendix 6.6: Arboricultural Impact Assessment	RVBC-MH-TA-006-006	Rev 0	Yes - See SEI - Section 3.6
Volume 4	Appendix 10.4: Geophysical Survey Report of Proposed Braddup Compound Haweswater Aqueduct Resilience Programme – Proposed Marl Hill Section	RVBC-MH-TA-010-004	Rev 0	No
Volume 4	Appendix 16.1: Transport Assessment	RVBC-MH-TA-016-001	Rev 0	Yes – See Appendix B8
Volume 4	Appendix 20.2: Planting Proposals	RVBC-MH-TA-020-002	Rev 0	No
Volume 6	Chapter 6: Landscape	RVBC-MH-RC-ES-	Rev 0	No

	& Arboriculture	006		
Volume 6	Figure 3.1: Ribble Crossing Location Plan	RVBC-MH-RC-FIG-003-001	Rev 0	No
Volume 6	Figure 16.2: Proposed Vehicle Routing	RVBC-MH-RC-FIG-016-002	Rev 0	No
Volume 6	Figure 20.1: Environmental Masterplan (Page 1 of 2)	RVBC-MH-RC-FIG-020-001_pg1	Rev 0	No
Volume 6	Figure 20.1: Environmental Masterplan (Page 2 of 2)	RVBC-MH-RC-FIG-020-001_pg2	Rev 0	No

### BOWLAND SECTION (3/2021/0660)

Document Title	Document Reference
Planning, Design & Access Statement (including a Major Development Test, Drainage Statement and SUDS Proforma)	RVBC-BO-APP-003
Bowland Section (RVBC) Compounds Lighting Management Plan	RVBC-BO-APP-005 Version 1.0
Construction Traffic Management Plan (with Appendices in 4 separate docs)	RVBC-BO-APP-007_03
Bowland Section (RVBC) BNG Strategy - on site	RVBC-BO-APP-008_01 Version 3.0
Bowland Section (RVBC) BNG Strategy - off site	RVBC-BO-APP-008_02 Rev 1
Bowland Section SSSI Assessment	RVBC-BO-APP-009 Version 3.0
Bowland Section SSSI Assessment Addendum	RVBC-BO-APP-009_01 Version 1.0

Drawing Title	Drawing Reference
Scheme Overview Plans	RVBC-BO-APP-004-01_01
Section Overview Plans	RVBC-BO-APP-004-01_02 Rev 1
Section Overview Plans	RVBC-BO-APP-004-01_03 Rev 1
Site Location Red Line Plan (Sheet 1 of 2)	RVBC-BO-APP-004-02_01 Rev 1

Drawing Title	Drawing Reference
Site Location Red Line Plan (Sheet 2 of 2)	RVBC-BO-APP-004-02_02 Rev 1
Site Layout Plans (Proposed Permanent - Newton In Bowland Compound - Sheet 1 of 2)	80061155-01-JAC-TR3-97-DR-C-00004 Rev P03.1
Site Layout Plans (Proposed Permanent - Newton In Bowland Compound - Sheet 2 of 2)	80061155-01-JAC-TR3-97-DR-C-00011 P03.1
General Arrangement - Scheme Extents (Sheet 1 of 7)	RVBC-BO-APP-004-04_01
General Arrangement - Scheme Extents (Sheet 2 of 7)	RVBC-BO-APP-004-04_02
General Arrangement - Scheme Extents (Sheet 3 of 7)	RVBC-BO-APP-004-04_03
General Arrangement - Scheme Extents (Sheet 4 of 7)	RVBC-BO-APP-004-04_04
General Arrangement - Scheme Extents (Sheet 5 of 7)	RVBC-BO-APP-004-04_05
General Arrangement - Scheme Extents (Sheet 6 of 7)	RVBC-BO-APP-004-04_06 Rev 1
General Arrangement - Scheme Extents (Sheet 7 of 7)	RVBC-BO-APP-004-04_07 Rev 1
General Arrangement - Scheme Extents (River Ribble Crossing)	80061155-01-JAC-TR3-97-DR-C-00006 P02
PROPOSED NEWTON IN BOWLAND COMPOUND CONSTRUCTION PHASE DRAWING SHEET 1 OF 2	RVBC-BO-APP-004-05_01 Rev 1
PROPOSED NEWTON IN BOWLAND COMPOUND CONSTRUCTION PHASE DRAWING SHEET 2 OF 2	RVBC-BO-APP-004-05_02 Rev 1
PROPOSED NEWTON IN BOWLAND COMPOUND CONNECTION PHASE DRAWING SHEET 1 OF 2	RVBC-BO-APP-004-06_01 Rev 1

Drawing Title	Drawing Reference
PROPOSED NEWTON IN BOWLAND COMPOUND CONNECTION PHASE DRAWING SHEET 2 OF 2	RVBC-BO-APP-004-06_02 Rev 1
COMPOUND SECTIONS - NEWTON IN BOWLAND COMPOUND	RVBC-BO-APP-004-07
Newton-in-Bowland Compound - Pipeline Open Cut Construction Easement - Cross Section	80061155-01-UU-TR3-XX-DR-C-20021 P01.1
Newton-in-Bowland Compound - Proposed Pipeline Connection Layout	80061155-01-UU-TR3-XX-DR-C-20022 P01.1
COMPOUND ELEVATIONS - NEWTON IN BOWLAND COMPOUND SHEET 1 OF 2	RVBC-BO-APP-004-09_01
COMPOUND ELEVATIONS - NEWTON IN BOWLAND COMPOUND SHEET 2 OF 2	RVBC-BO-APP-004-09_02
NEWTON-IN-BOWLAND COMPOUND PROPOSED VALVE HOUSE BUILDING ELEVATIONS	80061155-01-UU-TR3-XX-DR-C-00061 P01.1
NEWTON-IN-BOWLAND COMPOUND TYPICAL RAISED CHAMBER DETAIL	80061155-01-UU-TR3-XX-DR-C-00063 P01.1
NEWTON-IN-BOWLAND COMPOUND PROPOSED FENCING AND GATE DETAIL	80061155-01-UU-TR3-XX-DR-C-00065 P01.1
NEWTON-IN-BOWLAND COMPOUND PROPOSED TEMPORARY HODDER CROSSING BRIDGE GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-JAC-TR3-97-DR-C-00005 P02
PROPOSED RIBBLE CROSSING BRIDGE GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-JAC-TR3-97-DR-C-00009 P02
PROPOSED TEMPORARY GAMBLE HOLE FARM PASTURE BHS CROSSING GENERAL ARRANGEMENT AND ELEVATIONS	80061155-01-UU-TR3-97-DR-C-00046
General Arrangement –	RVBC-BO-APP-004-11_01 D0

Drawing Title	Drawing Reference
Compound Junction Access Details (Newton In Bowland Compound N&S)	
General Arrangement – Compound Junction Access Details (Newton In Bowland Compound Hallgate Hill)	RVBC-BO-APP-004-11_02 D0
HIGHWAYS WORKS PROPOSALS (SHEET LOCATIONS) SHEET 1 of 12	RVBC-BO-APP-004-12_01 Rev 1
Highways Works Proposals (Sheet 2 of 12)	RVBC-BO-APP-004-12_02 Rev 1
Highways Works Proposals (Sheet 3 of 12)	RVBC-BO-APP-004-12_03 Rev 1
Highways Works Proposals (Sheet 4 of 12)	RVBC-BO-APP-004-12_04 Rev 1
Highways Works Proposals (Sheet 5 of 12)	RVBC-BO-APP-004-12_05 Rev 1
Highways Works Proposals (Sheet 6 of 12)	RVBC-BO-APP-004-12_06 Rev 1
Highways Works Proposals (Sheet 7 of 12)	RVBC-BO-APP-004-12_07 Rev 1
HIGHWAYS WORKS PROPOSALS - TYPICAL PASSING PLACE CROSS SECTIONS - SHEET 8 of 9	RVBC-BO-APP-004-12_11 Rev 1
HIGHWAYS WORKS PROPOSALS - TYPICAL ROAD WIDENING CROSS SECTIONS - SHEET 9 of 9	RVBC-BO-APP-004-12_12 Rev 1
Highways Works Proposals (RIBBLE CROSSING HAUL ROAD - Sheet 1 of 2)	80061155-01-JAC-TR3-97-DR-C-00007
Highways Works Proposals (RIBBLE CROSSING HAUL ROAD - Sheet 2 of 2)	80061155-01-JAC-TR3-97-DR-C-00008 Rev P03
General Arrangement - Clitheroe Park & Ride Facility and HGV Holding Area	80061155-01-UU-TR3-XX-DR-C-00045
Waddington B6478 Temporary HGV Holding Location	80061155-01-UU-TR4-XX-DR-C-00040
Re-located bus stop - West Bradford Road	B27070CQ-JAC-XX-DR-C-TR4_WV-1107
West Clough Bridge Approach	80061155-01-UU-TR4-XX-DR-C-00041 West Clough Bridge

Drawing Title	Drawing Reference
- Possible additional highways measures	Approach
PROPOSED NEWTON IN BOWLAND SECTION BETWEEN HALLGATE HILL & NEWTON RD VEHICLE TRACKING - THREE AXLE LOW LOADER (RIGID TIPPER)	B27070CQ-JAC-XX-DR-C-TR4_VT-1123
PROPOSED NEWTON IN BOWLAND SECTION BETWEEN HALLGATE HILL & NEWTON RD VEHICLE TRACKING - THREE AXLE LOW LOADER (FH16 ASSUMPTION)	B27070CQ-JAC-XX-DR-C-TR4_VT-1121
PROPOSED NEWTON IN BOWLAND SECTION BETWEEN HALLGATE HILL & NEWTON RD VEHICLE TRACKING - THREE AXLE LOW LOADER (ARTICULATED FLATBED)	B27070CQ-JAC-XX-DR-C-TR4_VT-1122
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20017
West Bradford Road Widening Cross Sections	80061155-01-UU-TR4-97-DR-C-20018
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1108
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1110
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1111
WADDINGTON VILLAGE PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	B27070CQ-JAC-XX-DR-C-TR4_WV-1112



Volume	Document Title	Document Reference	Original June 2021 Revision/ Version	Further Updates in the SEI Report (Feb 2022)?
Volume 3	Figure 1.2: Planning Proposed Bowland Section	LCC_RVBC-BO-FIG-001-002	Rev 0	Yes
Volume 3	Figure 3.1A: Planning Application Boundary Bowland Section	LCC_RVBC-BO-FIG-003-001A	Rev 0	Yes
Volume 3	Figure 3.1B: Highways Works Planning Application Boundary Bowland Section	LCC_RVBC-BO-FIG-003-001B	Rev 0	Yes
Volume 3	Figure 6.5: Tree Constraints and Assessment Plan	LCC_RVBC-BO-FIG-006-005	Rev 0	Yes
Volume 3	Figure 6.6: Preliminary Trees at Risk Plan	LCC_RVBC-BO-FIG-006-006	Rev 0	Yes
Volume 3	Figure 7.6: Private Water Supply Locations, Source Protection Zones and Spring Discharges as Recorded on Ordnance Survey Maps, GWDTE Surveys and documented by Preene Groundwater Consultancy Ltd (2014)	LCC_RVBC-BO-FIG-007-006	Rev 0	No
Volume 3	Figure 9A.8: Trees with Bat Roost Suitability	LCC_RVBC-BO-FIG-009-01-08	Rev 0	No
Volume 3	Figure 16.2: Proposed Vehicle Routing	LCC_RVBC-BO-FIG-016-002	Rev 0	No
Volume 3	Figure 20.1: Environmental Masterplan (Page 1 of 4)	LCC_RVBC-BO-FIG-020-001_pg1	Rev 0	Yes – See SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 2 of 4)	LCC_RVBC-BO-FIG-020-001_pg2	Rev 0	Yes – See SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 3 of 4)	LCC_RVBC-BO-FIG-020-001_pg3	Rev 0	Yes – See SEI Appendix B9
Volume 3	Figure 20.1: Environmental Masterplan (Page 4 of 4)	LCC_RVBC-BO-FIG-020-001_pg4	Rev 0	Yes – See SEI Appendix B9
Volume 4	Appendix 3.2:	LCC_RVBC-BO-TA-	Rev 0	No

Volume	Document Title	Document Reference	Original June 2021 Revision/ Version	Further Updates in the SEI Report (Feb 2022)?
	Construction Code of Practice	003-002		
Volume 4	Appendix 10.3: Geophysical Survey Report of Proposed Lower Houses Compound Haweswater Aqueduct Resilience Programme – Proposed Bowland Section	LCC_RVBC-BO-TA-010-004	Rev 0	No
Volume 4	Appendix 20.2: Planting Proposals	LCC_RVBC-BO-TA-020-002	Rev 0	Yes – See SEI- Appendix B1(ii)
Volume 5	Newton-in-Bowland and Marl Hill Compounds Highways Works Part I: Environmental Assessment (excluding Ecology)	RVBC-BO-ES-V5-P1-001	Rev 0	Yes- See SEI Appendix 2 and Appendix B3
Volume 5	Newton-in-Bowland and Marl Hill Compounds Highways Works Master Plan	RVBC-BO-FIG-V5-P1-001	Rev 0	No
Volume 6	Figure 3.1: Ribble Crossing Location Plan	LCC_RVBC-BO-RC-FIG-003-001	Rev 0	No
Volume 6	Figure 6.5: Tree Constraints and Assessment Plan	LCC_RVBC-BO-RC-FIG-006-005	Rev 0	No
Volume 6	Figure 20.1: Environmental Masterplan (Page 1 of 2)	LCC_RVBC-BO-RC-FIG-020-001_pg1	Rev 0	No
Volume 6	Figure 20.1: Environmental Masterplan (Page 2 of 2)	LCC_RVBC-BO-RC-FIG-020-001_pg2	Rev 0	No

Reason: For the avoidance of doubt and to clarify which plans are relevant to the consent.

- No development shall take place within each Phase until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work for that Phase. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. This work should be carried out by an appropriately qualified and

experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists ([www.archaeologists.net](http://www.archaeologists.net)). The development shall be carried out in accordance with these agreed details.

Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.

**Note:** Lists of suitable contractors are available on the following websites: Chartered Institute for Archaeologists (CIFA) <http://www.archaeologists.net/> British Archaeological Jobs and Resources (BAJR) <http://www.bajr.org/>

6. Prior to the commencement of construction work for each Phase of the development a Materials Management Plan shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation work. The materials management plan shall be developed following the site investigations and risk assessments and for that Phase shall:
  - a. Identify all locations from which material will be excavated.
  - b. Utilising the information contained within the contaminated land investigation, identify those areas of excavation which are contaminated
  - c. For areas of excavation which may be subject to contamination estimate the volume of material arising, the approximate volumes of material to be remediated on site and provisional volume to be disposed of off-site
  - d. Illustrate where and how the remediation of contaminated material would take place
  - e. Illustrate where and how remediated material would be re-used, including volumetric calculations to demonstrate that the material can be accommodated within the proposed area of use and any measures for containment for this material
  - f. Detail the frequency of testing and testing specification for soils generated during the cut and fill operations, including how the materials are to be segregated and stored (this should be in the form of a Soil Management Plan see informatives)
  - g. Identify screening criteria for assessment of whether the materials can be reused without treatment or mitigation
  - h. For areas of excavation which are not subject to contamination provide the volume of material arising and illustrate where and how non-contaminated material would be re-used including volumetric calculations to demonstrate that the material can be accommodated within the proposed area.Once approved the materials management plan shall be implemented in its entirety.  
Reason To ensure the proposed development does not pose an unacceptable risk of pollution to controlled waters

7. Prior to the commencement of construction work for each Phase of the development, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation. The Site Waste Management Plan shall include details for that Phase of:
  - a. the anticipated nature and volumes of waste that will be generated by construction work
  - b. the measures to minimise the generation of waste resulting from the proposed works
  - c. measures to maximise the re-use on-site of such waste
  - d. measures to be taken to ensure effective segregation at source of other waste arising during the carrying out of such works, including the provision of waste sorting, storage, recovery and recycling facilities as appropriate

The approved SWMP shall be implemented throughout the period of construction work on site

Reason To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters through the inappropriate management of waste on site

8. Prior to the commencement of each Phase of the development:
- a scheme detailing the proposed flood risk mitigation strategy shall be submitted to and approved in writing by the local planning authority. The scheme shall include all proposed measures to ensure flood risk is not increased to third party land or property as a result of the proposed development.
  - The scheme shall be supported by hydraulic modelling and where structures are proposed, details of their location and design shall be submitted.

The approved scheme shall be implemented and completed in full prior to the commencement of any development over the main River Ribble, and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority

Reason To prevent flood risk to third party land and property

9. Prior to the commencement of each Phase of the development details of:
1. All private water supplies that may be impacted by the proposed development shall be identified and any measures necessary to mitigate the impacts of the development on them (which may include an alternative water supply) shall have been agreed in writing with the Local Planning Authority.
  2. The details shall include appropriate monitoring throughout the construction period to ensure the continued protection the quality and quantity of supplies.

Thereafter, each Phase of the development shall be implemented in accordance with the approved details with any necessary mitigation identified as part of the ongoing monitoring implemented in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Reason To ensure that the proposed development does not harm the water environment in line with paragraph 174 of the National Planning Policy Framework

10. As part of the construction of the compounds the following measures will be implemented in respect of the public rights of way:
- Pedestrian gates shall be installed at the controlled access point on footpath 3-29-FP26 (RIBBLE CROSSING).
  - **BOWLAND SECTION ONLY:** The exit point of the temporary diversion of footpath 3-29-FP31 onto the highway must have good sight lines and controlled with a pedestrian gate, (unless required for stock control when a metal kissing gate with meshed hoop should be installed).
  - **MARL HILL SECTION ONLY:** The diverted line of footpath 3-29-FP43 shall be a minimum width of 2m with a bound surface. Pedestrian gates are to be installed at the boundary with Slaidburn Road and as part of the controlled crossing point measures (unless required for stock control when a metal kissing gate with meshed hoop should be installed).
  - **MARL HILL SECTION ONLY:** Pedestrian gates shall be installed at the access points of Footpath 3-43-FP8 and Bridleway 3-5-BW1 at the Braddup Compound (unless required for stock control when a metal kissing gate with meshed hoop should be installed. Prior to the operation of the compound

signs shall be installed on the access track to alter drivers to pedestrians crossing.

Reason: In the interests of footpath connectivity

11. Prior to the operation of the Newton in Bowland Compound the exit points onto the highway shall be replaced with pedestrian gates (unless required for stock control when a metal kissing gate with meshed hoop should be installed).

Reason: To improve connectivity between footpath 3-29-FP32 and 3-29-FP15

12. On restoration of the Bonstone Compound the path connection between 3-29-FP42 and 3-29-FP43, over the swale, shall be restored to a standard approved by Lancashire County Councils Public Rights of Way.

Reason: In the interests of footpath connectivity

13. On termination of the temporary diversion of footpath 3-1-FP2 (associated with the Ribble Crossing) the steps at the point the path meets West Bradford Road near the road bridge shall be removed and replaced with a pedestrian gate that meets the BS 5709:2018 standard.

Reason: In the interests of footpath connectivity

14. The 6-week temporary diversion route of footpath 3-44-FP23 shall be a minimum 2m usable width and free from the encroachment of vegetation, trees or bushes. Prior to the removal of the temporary diversion:

- the kissing gate, at the bottom of the steps leading from Clitheroe Road, on footpath 3-44-FP23 shall be replaced.
- Surface improvements between the trees at the western end of footpath 3-44-FP23 shall be undertaken and completed.

Reason: In the interests of footpath connectivity

15. Footpath 3-43-FP22 shall be constructed to maintain a minimum width of 3m between the tree line and the footpath and shall be constructed to a minimum 2m usable width.

Reason: to prevent the footpath becoming obstructed by vegetation, trees or bushes and to create a usable route

16. The following improvements shall be made to the following footpaths in accordance with a timetable which has first been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted to and approved in writing prior to the removal of the temporary diversion routes required as part of the development:

- All access points on footpath 3-44-FP22, 3-43-FP23, 3-44-FP21, 3-43-FP23, 3-43-FP22 shall be replaced with pedestrian gates (unless required for stock control when a metal kissing gate with meshed hoop should be installed)
- Surface and step replacement improvements shall be made to 3-43-FP23

Reason: In the interests of footpath connectivity and to mitigate the impacts of the development on the footpath network.

17. Prior to the commencement of each Phase of the development hereby approved a phasing timetable for the tree, shrub and hedgerow removal shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter full details of the extent of tree, shrub and hedgerow removal relating to each phase of the development shall be submitted to and approved in writing prior to any tree/ hedgerow works in that phase being undertaken. The details shall include the number of trees to be felled/ length of hedgerow to be removed along with a timetable for replacement planting to mitigate for the tree/ hedgerow loss.

Planting should be undertaken using native species grown from seed sourced from an appropriate seed zone and, in terms of quantities required, should be in accordance with requirements set out in 8) Embedded Mitigation and Good Practice, Volume 2 Chapter 6: Landscape and Arboriculture.

All opportunities for advance planting should be explored and consideration should be given to temporarily planting rapid growing species such as Eucalyptus along the site boundaries where they would be most visible from and closest to public rights of way. All these plants would have to be removed upon completion of construction and reinstatement works.

Opportunities to translocate existing hedgerows and replant within the application site should be exploited where possible.

The replacement planting/ new planting shall be undertaken in accordance with the approved details which shall be as soon as reasonably practicable. Any trees or plants which within a period of 25 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To mitigate the landscape and visual harm of the development

18. Prior to the stripping of any topsoil a phasing plan for the soil stripping for each Phase of the development shall be submitted to and approved in writing by the Local Planning Authority.

Prior to each phase of soil stripping a detailed work method statement setting out the measures proposed to minimise the adverse effects of the soil stripping and long-term storage of stockpiled topsoil and subsoil shall be submitted to and approved in writing by the Local Planning Authority prior to any soil stripping being undertaken. The details shall include:

- a). The shaping and grading of the topsoil and subsoil stockpiles to appear as 'naturalistic' landforms, free of artificial looking engineered slope profiles.
- b) The location of the temporary stockpiles which should be located along the boundaries of the site compound(s) to provide some mitigation of its visual effects.
- c) Cross sections through proposed stockpiles showing existing and proposed levels.

Topsoil and subsoil stockpiles shall be a maximum of 2m high to minimise the damaging effects of relatively long-term storage as proposed.

Thereafter the soil stripping and storage shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

19. Prior to the completion of the development full details of the site restoration for each of the compounds shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- full details of the existing and proposed land levels, including cross sections
  - Proposed landscaping and boundary treatments.
  - A timetable for implementation

The restoration of the compounds thereafter shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

20. Prior to the commencement of each Phase of the development hereby approved detailed decommissioning proposals shall be submitted to and approved in writing by the Local Planning Authority. The approved decommissioning proposals shall be implemented in full and shall include (inter alia):
- A detailed timetable for decommissioning of all temporary bridges, culverts, haul roads, access roads, structures and other features.
  - Detailed precautionary working methods for the protection of designated sites, habitats and species populations, to be implemented during decommissioning.
  - Detailed ecological restoration and enhancement proposals to be implemented following decommissioning of temporary features.

REASON: To ensure any ecological impacts as a result of the development are mitigated.

21. Prior to the commencement of any works for each Phase of the development hereby approved a detailed lighting scheme for that Phase shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include a Lighting Management Plan which demonstrates:

- the mitigation which will be employed to reduce adverse impacts on the local landscape due to lighting; and
- measures employed to minimise visual clutter caused by vertical structures
- the hours of illumination
- a timetable for implementation and removal of the lighting

The lighting for that Phase thereafter shall be implemented in accordance with the approved scheme and removed from the site in accordance with the agreed timetable included within the Management Plan.

REASON: In the interests of the visual amenities of the area and to mitigate the impact of the development

22. Prior to the commencement of any works to each compound full details of the:
- a) site compound structures including offices, welfare cabins, hoardings and fences for each compound;
  - b) the management of compounds to ensure that the proposed mitigation measures are managed and maintained throughout the duration of the construction contract.
- shall be submitted to and approved in writing by the Local Planning Authority.

The structures on each compound shall be designed to take account of the high landscape and visual sensitivity of the compounds rural location.

The construction and ongoing management of the compounds thereafter shall be undertaken in accordance with the approved details.

REASON: In the interests of the visual amenities of the area

23. All the materials used for temporary access tracks and parking areas shall be surfaced with locally sourced stone. Where practicable, these areas should be oversewn with grasses to create a locally typical farm track type appearance.

REASON: In the interests of the visual appearance of the area and to further aid the assimilation of the in the landscape.

24. All access tracks required for the establishment, construction and commissioning phases should be removed upon completion of the works and the land reinstated to its former appearance prior to the completion of the development hereby approved.

REASON: in the interests of the visual appearance of the area

25. When not in use, the 45m high crane should be lowered to the minimum height achievable

REASON: in the interests of the visual appearance of the area and to minimise its effects on views and landscape tranquillity.

26. Prior to the construction of the permanent raised chambers full details of the hardstanding associated with each chamber shall be submitted to and approved in writing by the Local Planning Authority. The details shall include confirmation that the extent of hardstanding has been kept to a minimum with alternative solutions (such as locally sourced aggregate seeded with appropriate native wildflowers) have been incorporated where possible. Thereafter the chambers shall be constructed in accordance with the approved details.

REASON: in the interests of the visual amenities of the area and to mitigate the long term impact of the development

27. Prior to the commencement of each Phase of the development hereby approved a Construction Environmental Management Plan (CEMP) for that Phase shall be submitted and approved in writing by the Local Planning Authority. The approved CEMP shall be implemented in full. The CEMP shall include (*inter alia*):

- A Construction Method Statement to supplement the Construction Traffic Management Plan
- Proposals for pre-commencement repeat surveys for protected and priority species and priority habitats to be undertaken prior to the commencement of any works, and throughout the construction programme, which shall inform the need for precautionary working methods, licences and exemptions;
- Details of all licences, consents and exemptions that will be in place prior to commencement of works;
- Details of responsible persons and organisations, including lines of communication;
- Proposals for supervision of works, licensable mitigation measures and precautionary working methods by an appropriately qualified, experienced and licensed Ecological Clerk of Works;
- Necessary training and/or briefing of site operatives on ecological matters and required working methods and procedures to ensure compliance with legislation and planning obligations;
- Measures that will be taken to ensure compliance with relevant parts of BS42020 - Biodiversity Code of practice for planning and development;
- An ecological constraints plan to be issued to the contractor, including (*inter alia*):
  - Identification of biodiversity protection zones and exclusion zones around sensitive habitats and species;
  - Known locations of protected and priority species and their habitat;
  - Tree root protection areas;
  - Locations of demarcated working areas;
- Precautionary working method statements for the avoidance of ecological impacts during all stages of the works, including:
  - Prevention of any breach of wildlife protection legislation;
  - Procedures to be followed if the presence of protected species is detected or suspected at any stage before or during the works;
  - Measures to prevent impacts on protected and priority species and their habitats;
  - Measures to protect priority and protected species from the impacts of habitat severance throughout the project;
  - Maintenance of bat flight paths throughout all phases of the works;
  - Measures to ensure compliance with the Fels Regulations;



- Roadkill prevention measures to be implemented along all construction traffic routes;
- Measures to prevent animals from becoming trapped;
- Timing and other measures to prevent any impact on nesting birds;
- Measures to prevent disturbance of breeding and wintering birds during all phases of the proposed works;
- Measures to prevent disturbance of sensitive species and habitats as a result of lighting, noise, vibration, vehicle movements, storage of materials or other causes;
- Protection of retained habitats;
- Exclusion zones around designated sites, irreplaceable habitats and habitats of principal importance.
- Protection of watercourses during the works;
- Measures to avoid impacts on hydrology and water quality;
- Measures to minimise soil compaction;
- Measures to prevent soil stripping in the vicinity of sensitive habitats.
- Tree protection measures in accordance with BS5837 (2012);
- Protection of ancient/veteran/aged trees;
- Measures to maintain habitat connectivity throughout the works;
- Demarcation of the working area and installation of barriers and warning signs to protect retained habitats;
- Protection of Statutory designated sites, functionally linked land and associated species populations during the works;
- Protection of non-statutory designated sites and associated species populations during the works;
- Measures to be implemented during decommissioning of temporary structures and features;
- Measures to eradicate and prevent the spread of invasive non-native species;
- Biosecurity measures to be implemented;
- Measures to prevent detrimental ingress/egress of water to/from sensitive habitats.
- Pollution and sediment control measures.
- A work programme, demonstrating that works will be timed to minimise ecological impacts;
- Monitoring, reporting and review of proposed measures throughout all phases of the works.

REASON: To mitigate the ecological impacts of the development

28. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the submitted flood risk assessment and outline drainage strategies:

#### **Marl Hill Section**

1. Document name: Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Reference: RVBC-MH-RC-TA-008-001 Rev:0, Dated: June 2021, Prepared by: Jacobs.
2. Document name: Volume 6 Proposed Ribble Crossing Chapter 8: Flood Risk, Reference: RVBC-MH-RC-ES-008, Rev: 0, Dated: June 2021, Prepared by: Jacobs.
3. Document name: Proposed Marl Hill Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Reference: RVBC-MH-ES-008, Rev: 0, Dated: June 2021, Prepared by: Jacobs.
4. Document name: Proposed Marl Hill Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment, Reference: RVBC-MH-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

### **Bowland Section**

1. Document name: Proposed Bowland Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Reference: LCC\_RVBC-BO-ES-008 Rev:0, Dated: June 2021, Prepared by: Jacobs.
2. Document name: Proposed Bowland Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment, Reference: LCC\_RVBC-BO-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.
3. Document name: Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Reference: LCC\_RVBC-BO-RC-TA-008-001, Rev: 0, Dated: June 2021, Prepared by: Jacobs.

The measures shall be fully implemented in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

29. A final, detailed surface water sustainable drainage scheme for each Phase of the development shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of that Phase.

The sustainable drainage scheme shall be based upon the submitted flood risk assessment and sustainable drainage principles set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

No surface water shall be allowed to discharge to the public foul sewer(s), either directly or indirectly.

The detailed sustainable drainage scheme shall include, as a minimum:

- a) Final sustainable drainage plans, appropriately labelled to include:
  - i. A final surface water drainage layout plan showing all pipe and structure references, dimensions and design levels.
  - ii. A plan identifying the areas contributing to the surface water drainage network, including surface water flows from outside the curtilage as necessary.
  - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate.
  - iv. Flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems.
  - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building.
  - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary.
  - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components.
- b) A full set of sustainable drainage flow calculations for the surface water drainage network. The calculations must show the full network design criteria, pipeline schedules and simulation outputs for the 1 in 1 year, 1 in 30 year and 1 in 100 year return period, plus an additional 40% allowance for climate change.

**(Mark Hill Section:** Surface water run-off must not exceed the green field run off rates mentioned in Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment, Volume 6 Proposed Ribble Crossing Chapter 8: Flood Risk, Proposed Marl Hill Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Proposed Marl Hill Section Environmental Statement Volume 4 Appendix 8.1: Flood Risk Assessment)

**(Bowland Section:** Surface water run-off must not exceed the green field run off rates mentioned in Proposed 4 Bowland Section Environmental Statement Volume 2 Chapter 8: Flood Risk, Proposed Bowland Section Environmental Statement Volume 4 Appendix 8.1 and Volume 6 Proposed Ribble Crossing Appendix 8.1: Flood Risk Assessment).

The scheme shall be implemented in accordance with the approved details prior to the compounds becoming operational.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems

30. No development shall commence for each Phase of the development hereby approved until details of how surface water and pollution prevention will be managed during each Phase of the development have been submitted to and approved in writing by the Local Planning Authority.

Those details shall include, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during construction phase(s) and, if surface water flows are to be discharged they are done so at a restricted rate to be agreed with the Lancashire County Council LLFA.
- b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance

The development shall be constructed in accordance with the approved details.

Reasons:

1. To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on site or elsewhere;
2. To ensure that any pollution arising from the development as a result of the construction works does not adversely impact on existing or proposed ecological or geomorphic condition of water bodies.

31. Prior to the operation of each Phase of the development a Verification Report and Operation and Maintenance Plan for the lifetime of the development in relation to each compound, pertaining to the surface water drainage system and prepared by a suitably competent person, shall be submitted to and approved in writing by the Local Planning Authority.

The Verification Report must demonstrate that the sustainable drainage system has been constructed as per the agreed scheme (or detail any minor variations), and contain information and evidence (including photographs) of details and locations (including national grid reference) of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the

critical drainage assets drawing; and, the submission of an final 'operation and maintenance manual' for the sustainable drainage scheme as constructed.

Details of appropriate operational, maintenance and access requirements for each sustainable drainage component are to be provided, with reference to published guidance, through an appropriate Operation and Maintenance Plan for the lifetime of the development as constructed. This shall include arrangements for adoption by an appropriate public body or statutory undertaker, and/or management and maintenance by a Management Company and any means of access for maintenance and easements, where applicable. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of Paragraph 165 of the National Planning Policy Framework

32. Prior to the commencement of any of the enabling works a Stakeholder and Customer Communications Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include clear objectives and processes on how the work will be delivered to mitigate impacts of the development to the communities. The Plan shall be kept continually under review during the lifetime of the development to ensure it is reactive to matters affecting the communities at that time. Communications thereafter shall be co-ordinated by the community liaison officer in accordance with the approved plan.

REASON: The development hereby approved will impact on the local communities and clear communication is needed throughout all aspects of the development

## **HIGHWAY CONDITIONS**

### **Routing Strategy**

33. For the agreed 'Initial 9-month construction period' the routing of construction site traffic to/from the site must be restricted to the routes set out below (road numbers shown in brackets):

a) A59, Pimlico Link Road (A671), Pimlico Link Road (U22930), West Bradford Road (C579), (hereafter referred to as "Route 1a")

b) A59, Pimlico Link Road (A671), Chatburn Road (A671), Well Terrace (B6478), Waddington Road (B6478), Clitheroe Road (B6478), The Square (B6478), West Bradford Road (C571), Slaidburn Road (B6478), Hallgate Hill (B6478), for vehicles less than 3.5m in height (hereafter referred to as "Route 1b");

c) A59, Pimlico Link Road (A671), Chatburn Road (C580), Clitheroe Road (C580), Crow Trees Brow (C580), Ribble Lane (C581), Grindleton Road (C581), Grindleton Road (C571), Waddington Road (C571), West Bradford Road (C571), Slaidburn Road (B6478), Hallgate Hill (B6478), for vehicles greater than 3.5m in height (hereafter referred to as "Route 1c"); and

d) Hallgate Hill (B6478), Chapel Lane (U4903), Newton Road (C568), (hereafter referred to as "Route 1d") (through Newton in Bowland)

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

34. For the agreed 'Main Project Stage' the routing of construction site traffic to/from the site must be restricted to the routes set out below (road numbers shown in brackets):

- a) A59, Pimlico Link Road (A671), Pimlico Link Road (U22930), West Bradford Road (C579), (hereafter referred to as "Route 2a");
- b) West Bradford Road (C571), (hereafter referred to as "Route 2b"); and
- c) Slaidburn Road (B6478), Hallgate Hill (B6478), Newton Road (C568), (hereafter referred to as "Route 2c").

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

35. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby permitted, will be permitted along Route 1b (as defined in Condition 33) during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 14:00 to 15:00 (Wednesday)
- 15:15 to 16:15 (Monday to Friday, excluding Wednesday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

36. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby approved, will be permitted along Route 1c (as defined in Condition 33) during the following hours:

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

37. For the 'Initial 9-month construction period' during school term times no HGV movements, associated with the development hereby approved, will be permitted along Route 1d (as defined in Condition 33) during the following hours:

- 08:00 to 09:00 (Monday to Friday)
- 15:15 to 16:15 (Monday to Friday)

For the avoidance of doubt no HGV movements are permitted along Route 1c (as defined in Condition 33) during school holidays and weekends.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

38. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1b (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 30 in each direction in any one working day (total 60 two-way movements);
- b) Notwithstanding (a) above, no more than 45 HGVs shall use this corridor in each direction in any one working day (total 90 two-way movements); and
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 5 in each direction in any one working hour (total 10 two-way movements).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

39. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1c (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 2 in each direction in any one working day (total 4 two-way movements);
- b) Notwithstanding (a) above, no more than 7 HGVs shall use this corridor in each direction in any one working day (total 14 two-way movements); and
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 1 in each direction in any one working hour (total 2 two-way movements).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

40. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 1d (as defined in Condition 33) in any time period will not exceed the permitted levels set out below:

- a) No more than 1 convoy (consisting of 2 HGVs and 1 escort vehicle) shall use this corridor in each direction in any one working day (total 2 two-way convoys); and
- b) HGVs to use this corridor for no more than 2 days in any week (between Monday and Friday).

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

41. For the 'Main Project Stage', during school term times, no HGV movements, associated with the development hereby approved, will be permitted along Route 2b (as defined in Condition 34) during the following hours:

- 08:15 to 09:15 (Monday to Friday)
- 15:00 to 16:00 (Monday to Friday)

For the avoidance of doubt during school holidays the above restrictions will not be applicable.

As the development progresses any proposed changes to the above hours shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved hours.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

42. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 2b (as defined in Condition 34) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 36 in each direction in any one working day (total 72 two-way movements);

- b) Notwithstanding (a) above, no more than 60 HGVs shall use this corridor in each direction in any one working day (total 120 two-way movements);
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 6 in each direction in any one working hour (total 12 two-way movements); and

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

43. The maximum number of HGV movements permitted to and from the development hereby approved, along Route 2c (as defined in Condition 34) in any time period will not exceed the permitted levels set out below:

- a) The average number of HGVs using this corridor, in any projected forthcoming year in line with their latest programme, shall be no more than 75 in each direction in any one working day (total 150 two-way movements);
- b) Notwithstanding (a) above, no more than 125 HGVs shall use this corridor in each direction in any one working day (total 250 two-way movements);
- c) The average number of HGVs using this corridor, in any working day, shall be no more than 13 in each direction in any one working hour (total 26 two-way movements); and

As the development progresses any proposed changes to the above permitted levels shall be submitted to and approved in writing by the Local Planning Authority supported by the necessary monitoring and evidence to support the proposed changes. Thereafter the HGV movements, associated with the development hereby permitted, shall adhere to the approved volumes.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

44. Prior to the commencement of each Phase of the development a written scheme for the installation and operation of continuous monitoring equipment to monitor detailed highway usage (such as classification, speeds and numbers) during the project and record the number of HARP vehicles and other vehicles on the permitted routes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the precise locations for the installation of the equipment, the dates which the equipment will be installed and the duration of time that the equipment will be in situ. Thereafter the approved scheme shall be implemented and operated in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

45. A detailed record shall be maintained by either the contractor or developer of ALL vehicle movements along the permitted routes, through use of equipment as specified



under the previous condition. Such records shall contain the vehicle classification, the time, date, speed and direction of movement.

The record shall be made available in report form for the inspection by the Local Highway Authority or their appointed representative on request. The record shall be retained for the whole duration of the project, including remediation post project, and kept available for inspection. This record shall be made available within 10 working days of request.

Annual progress reports shall be submitted to the Local Planning Authority, summarising 12 months of data and alignment with programme on each 12-month anniversary of the date of this planning permission.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

46. A detailed record shall be maintained by either the contractor or developer of ALL vehicle movements into and out of the site. Such records shall contain the vehicle classification, vehicle registration number, the time, date and route of the movement and driver, for all vehicles (HGVs and LGVs), and including vehicle unladen and maximum laden weight for HGVs. The record shall be made available in report form for the inspection by the Local Highway Authority or their appointed representative on request.

The record shall be retained for the whole duration of the project, including remediation post project, and kept available for inspection. This record shall be made available within 10 working days of request.

Annual progress reports shall be submitted to the Local Planning Authority, summarising 12 months of data and alignment with programme on each 12-month anniversary of the date of this planning permission.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

47. Prior to the commencement of the first Phase of the development hereby approved an improvement scheme for the site accesses and the defined off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a programme of implementation for each scheme. These works comprise:

- Newton-in Bowland Compound Site Access (north) off Newton Road (preliminary design shown in drawing RVBC-BO-APP-004-11\_01 Revision D0);
- Hodder Crossing Haul Road Access (south) off Newton Road (preliminary design shown in drawing RVBC-BO-APP-004-11\_01 Revision D0);
- Hodder Crossing Haul Road Access (west) off B6478 Hallgate Hill (preliminary design shown in drawing RVBC-BO-APP-004-11\_02 Revision D0);
- Bonstone Compound Site Access (west) off B6478 Slaidburn Road (preliminary design shown in drawing RVBC-MH-APP-004-11\_01 Revision D0);
- Braddup Compound Site Access (west) off B6478 Slaidburn Road (preliminary design shown in drawing RVBC-MH-APP-004-11\_02 Revision D0);
- Ribble Crossing Haul Road Access (south) off West Bradford Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4\_VS-1011 Revision P01.1);
- Ribble Crossing Haul Road Access (west) off West Bradford Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4\_VS-1010 Revision P01.2);
- Signing strategy along all public highway to be used by construction traffic;

- Road Marking and Signing Scheme review at the A59 / Pimlico Link Road junction identifying any necessary works having regard to significant increase in HGVs;
- Widening scheme at the Pimlico Link Road / Chatburn Road roundabout with enhanced provision for pedestrians and cyclists;
- Widening scheme at the A671/B6478 (Clitheroe Centre) roundabout;
- Temporary holding/waiting area south of the village of Waddington;
- Speed reduction scheme (with appropriate gateway measures) to 20mph through the village of Waddington (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4\_WV-1110 Revision P02);
- A review of the speed limits through the villages of Chatburn, Grindleton, West Bradford and Newton-in-Bowland, and where required speed reduction schemes (with appropriate gateway measures) to 20mph;
- Traffic scheme on West Bradford Road and B6478 Slaidburn Road (preliminary design shown in drawing B27070CQ-JAC-XX-DR-C-TR4\_WV-1112 Revision P02) that includes an initial signing and lining scheme as Phase 1 and a regulated approach as Phase 2;
- Signing strategy at all pinch points along the routes to be used by construction vehicles that includes slow signs and that highlights that the narrow roads will be used by HGVs;
- Road widening scheme identifying locations where carriageway is required to be widened.
- Improvement scheme for existing passing place areas proposed to be used that satisfy the needs of HGVs entering, waiting and exiting safely, and including resurfacing of the place;
- Traffic scheme with sign posted local safe waiting areas, within or at approaches to the village of Newton-in-Bowland; and
- Speed reduction scheme along the B6478 Slaidburn Road, B6478 Hallgate Hill and Newton Road (including the Waddington Fell Quarry access), with appropriate signing and speed enforcement strategy (including CCTV / mobile cameras).

Thereafter the road improvements shall be implemented in accordance with the approved details and in accordance with the approved program of works. A copy of the Section 278 Agreement shall be submitted to the Local Planning Authority on its completion.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

48. Prior to the commencement of each Phase of development hereby permitted details of project information boards, to be displayed on the highway, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- The content of the information boards which shall include the duration and progress of the project, remaining works and anticipated vehicles.
  - The location of the boards which should be sited within the villages and areas that will be used by construction vehicles.

Thereafter the boards shall be erected prior to the commencement of the phase of the development which the board relates to

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

49. Prior to the commencement of the first Phase of the development hereby approved a scheme for the marshalling areas, including a timetable for implementation and removal, to be used for construction delivery vehicles, the holding areas during movement restriction periods and marshalling areas when convoys are used (preliminary are shown in drawing 80061155-01-UU-TR3-XX-DR-C-00045 Revision P01.1), shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the marshalling area shall be constructed and made available for use in accordance with the agreed details and timetable. The marshalling area shall be removed at the end of the project in accordance with the approved timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

50. Prior to the commencement of the first Phase of the development hereby approved a scheme for a park and ride area for construction personnel (preliminary are shown in drawing 80061155-01-UU-TR3-XX-DR-C-00045 Revision P01.1), including a timetable for implementation and removal, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the park and ride area shall be constructed and made available for use in accordance with the agreed details and timetable. The park and ride area shall be removed at the end of the project in accordance with the approved timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

51. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting road condition surveys (relating to the routes identified within conditions 33 and 34) to assess the condition of the highways to be used by vehicles (also including undulations in the carriageway, depressions, cracking of the road surface and stability of kerbing and ironware), along the full local corridor route to be used by construction vehicles associated with the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

The Road Condition Surveys scheme shall include provision for:

a. An initial road condition monitoring survey, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and any necessary remediation works including a timetable for implementing the identified remediation. Thereafter the remediation works shall be undertaken in accordance with the approved timetable.

b. Road condition monitoring surveys to be undertaken visually, on a weekly basis, recording any deterioration within or adjacent to the adopted highway and listing necessary remediation works, for the full duration of the project, including site remediation.

c. Road condition monitoring video surveys to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and necessary remediation works, for the full duration of the project, including site remediation.

Thereafter the roads shall be surveyed in accordance with the approved details.

The results of the Road Condition Surveys, along with a timetable for implementing identified reasonable remediation works shall be submitted to the dedicated appointed

officer at the Local Highway Authority within 5 working days of its collection for the weekly survey, 5 working days for the monthly video surveys and 20 working days for the 3 monthly video surveys. Upon agreement by the officer the agreed remediation shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of each Phase of the development hereby approved, a final road condition survey to be undertaken and submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration.

All records to be maintained until the completion of the project including any maintenance period beyond completion.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

52. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a verge and foliage survey, including a timetable for the survey(s), to assess the condition of the verge and foliage, along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The verge and foliage Survey scheme shall include provision for:

- a. An initial verge and foliage survey, recording any overgrown verge or foliage adjacent to the adopted highway and listing locations, type and extent of cutting back required along with a timetable for implementing the cutting back. Thereafter the cutting back shall be undertaken in accordance with the approved details.
- b. The verge and foliage survey surveys to be undertaken on a 3 monthly basis (having regard to nesting season), recording any overgrown verge or foliage adjacent to the adopted highway and listing locations, type and extent of further cutting back required, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing identified works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the cutting back shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of the development a final verge and foliage survey shall be undertaken, submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the areas of deterioration shall be remedied in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

53. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a road marking and traffic calming scheme condition survey (relating to the routes identified within conditions 33 and 34), to assess the condition road marking and traffic calming, along the full local corridor route to be used by

construction vehicles, shall be submitted to and approved in writing by the Local Planning Authority.

The road marking and traffic calming condition surveys scheme shall include provision for:

a. An initial road marking and traffic calming condition survey, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and renewal works including a timetable for undertaking the identified necessary renewal works. Thereafter the renewal works shall be undertaken in accordance with the approved details.

b. The road marking and traffic calming condition surveys to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any deterioration within or adjacent to the adopted highway and listing locations, type and extent of deterioration and renewal works for the full duration of the project, including site remediation;

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing necessary identified works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Prior to completion of the development a final road marking and traffic calming condition survey shall to be undertaken, submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the identified areas of deterioration shall be remedied and maintained in accordance with the approved details.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

54. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a structural survey to assess the condition and loading capacity of all structures (including cattle grids and their substructures, culverts, bridges and retaining walls), along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The structural survey scheme shall include provision for:

a. An initial structural survey, recording any deterioration and loading capacity of the structures (with consideration of multiple and cyclic loading from all vehicles in a convoy), suitability and listing locations, type and extent of deterioration and remediation works including a timetable for implementing the identified remediation works, which shall thereafter be completed in accordance with the agreed details;

b. The structural survey to be undertaken, on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, recording any deterioration and loading capacity of the structures (with consideration of multiple and cyclic loading from all vehicles in a convoy), suitability and listing locations, type and extent of deterioration and remediation works, for the full duration of the project including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme along with a timetable for implementing identified reasonable remediation works which shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation..

Prior to completion of the project, a final structural survey shall be undertaken submitted to and approved in writing by the Local Planning Authority. The details shall list any deterioration as identified along with a timetable for remedying the identified areas of deterioration. Thereafter the remediation shall be undertaken in accordance with the approved details and timetable.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

55. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting an overrun and conflict survey, to assess the areas of verge overrun and the conflict of vehicles within the highway, along the full local corridor route to be used by construction vehicles, (relating to the routes identified within conditions 33 and 34) shall be submitted to and approved in writing by the Local Planning Authority.

The verge overrun and conflict survey scheme shall include provision for:

- a. An initial overrun and conflict survey, recording any locations of overrun of the verge or carriageway and areas where vehicles are in conflict, along or adjacent to the adopted highway, and listing locations, type and extent of overrun with mitigation works, including a timetable for implementing the identified mitigation. The mitigation thereafter shall be completed in accordance with the approved details.
- b. The overrun and conflict surveys to be undertaken on a monthly basis where in close proximity to buildings, a 3 monthly basis on the remaining routes, and when informed by the community, recording any locations of overrun of the verge or carriageway and areas where vehicles are in conflict, along or adjacent to the adopted highway, and listing locations, type and extent of overrun with mitigation works, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme and the results shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection, along with a timetable for implementing the identified works. Upon agreement by the officer the identified works shall be undertaken, based upon each survey, for the full duration of the project, including site remediation.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

56. Prior to the commencement of each Phase of the development hereby approved a scheme for conducting a parking review to assess the level of on street parking on the highway, along the full local corridor route to be used by construction vehicles (relating to the routes identified within conditions 33 and 34), shall be submitted to and approved in writing by the Local Planning Authority.

The parking review scheme shall include provision for:

a. An initial parking review, recording any locations of on street parking on the defined corridor, or in close proximity, on the public highway, listing locations and extent of parking and impact, and measures to overcome the issues, including a timetable for implementing the identified measures. The mitigation thereafter shall be completed in accordance with the approved details.

b. The Parking Reviews to be undertaken on a 3 monthly basis, recording any locations of on street parking on the defined corridor, or in close proximity, on the public highway, listing locations and extent of parking and impact, and measures to overcome the issues, for the full duration of the project, including site remediation, based upon each survey, for the full duration of the project, including site remediation.

Thereafter the routes shall be surveyed in accordance with the approved scheme and the results shall be submitted to the dedicated appointed officer at the Local Highway Authority within 5 working days of its collection, along with a timetable for implementing the identified works. Upon agreement by the officer the identified works shall be undertaken.

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

#### Construction Traffic Management Plan

57. Prior to commencement of works permitted by this approval, an updated Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The updated CTMP shall include:

- The latest works programme, to allow coordination and understanding of cumulative impact of other programmed works in the area;
- The construction site traffic routes (see conditions 33 and 34) identified on a plan for each vehicle type (abnormal, HGV (including MGV), LGV and other motorised), supported by a detailed monitoring strategy and course of action/penalties to ensure that routing is adhered to by all vehicles associated with the development without exception;
- Provision for the management of vehicles i.e., escort vehicles;
- Restricted hours of HGV movements. Where a route passes a risk receptor (such as a school or a desire line to a school, play area and other public buildings) that no abnormal vehicle, HGV to pass that receptor during its times of high demand, unless otherwise agreed with the LPA in consultation with the LHA;
- Consideration for school drop off and pick up times, bus timetables, railway timetable (West Bradford Road Crossing), refuse collection times and routing, utility works (planned and emergency) and landowners adjoining the highway (maintenance and development works);
- Unspecified time restriction to movements dependant on Church services or other community events. Church/event organisers to provide a minimum of 1 week notice and each restriction to be agreed and time limited, unless traffic management is in place on route of HGVs;
- Review of bus stop usage and routes to bus stops;
- Maximum HGV movements on each route and course of action/penalties to ensure that the HGV caps are adhered to;
- Scheme to monitor HGV movements along the routes including any required equipment;

- Monitoring reports that provide the previous months' movements to ensure HGV caps are not exceeded. Reports to be provided within 10 working days of the end of the month;
- List of further mitigation measures and that could be delivered if unforeseen events result in greater impacts for example, escorted convoys, motorcycle outriders, extension of works periods (overall duration of works not operating hours and use of Sundays);
- Monitoring of the traffic scheme through Waddington, and application of Phase 2 (regulated approach) if required;
- Monitoring (with parking accumulation per vehicle type in line with layout) of workforce numbers entering and exiting the sites (including their mode of travel to the site), and a strategy to support the workforce to use sustainable and shared modes (developer funded minibus);
- Storage of tipper trucks must be stored within the HARP compounds or at Waddington Fell Quarry;
- HGVs must not exceed 10mph through the village of Newton-in-Bowland and must be escorted through the village;
- In locations where 2-way HGV movements cannot be accommodated/managed, the use of escort vehicles;
- No development related vehicles to be waiting on the public highway, whether waiting for the site to open or waiting to access the site;
- A Construction Travel Plan for the development;
- A detailed Lighting Management Plan at all accesses and junctions;
- Detailed internal layout of all compounds;
- A detailed scheme for the maintenance of routes through all seasons, including excessive water (flooding), snow (clearance) and ice (gritting); and

Thereafter the development shall be undertaken in accordance with the approved CTMP

Reason: To maintain the operation and safety of the local highway network during site preparation and construction.

58. All site access, other infrastructure and off-site highway works must be reinstated to their pre-existing condition prior to completion of the project, in line with an agreed timetable. A timetable for reinstatement, including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority 6 months prior to completion of the main works. Thereafter the reinstatement works shall be implemented in accordance with the approved details.

Reason: To ensure operation and safety of the local highway network post construction.

### **INFORMATIVES**

- 1) Where a development involves any significant construction or related activities, we would recommend using a management and reporting system to minimise and track the fate of construction wastes, such as that set out in PAS402: 2013, or an appropriate equivalent assurance methodology. This should ensure that any waste contractors employed are suitably responsible in ensuring waste only goes to an appropriate disposal facility. Site Waste Management Plans (SWMP) are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and your duty of care, they are a useful tool and considered to be best practice. The developer must apply the waste hierarchy as a priority order of prevention, re-use, recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found



here:[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69403/pb13530-waste-hierarchy-guidance.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69403/pb13530-waste-hierarchy-guidance.pdf)

2) If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply. Where the applicant cannot meet the criteria, they will be required to obtain the appropriate Environmental Permit or exemption from us for waste storage, treatment, transfer, use or disposal. More information on the definition of waste can be found here: <https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>

3) The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

[https://www.gov.uk/uploads/system/uploads/attachment\\_data/waste-duty-care-code-practice-2016.pdf](https://www.gov.uk/uploads/system/uploads/attachment_data/waste-duty-care-code-practice-2016.pdf)

4) The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales. The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. Waste must be classified using the correct code from Technical guidance WM3: waste classification. The guidance can be found here <https://www.gov.uk/government/publications/waste-classification-technical-guidance> It is a comprehensive reference manual for anyone involved in producing, managing and regulating waste.

5) More information on the Waste Framework Directive can be found here: <https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive>. More information on permitting <https://www.gov.uk/guidance/waste-environmental-permits>

6) The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506

506 (Monday to Friday, 8am to 6pm) or by emailing [enquiries@environmentagency.gov.uk](mailto:enquiries@environmentagency.gov.uk).

#### **Abstraction/dewatering activities**

7) An abstraction licence is required for dewatering during all phases of the works when this is from a borehole, shaft or wellpoint system where >20m<sup>3</sup>/d of water is

abstracted. The dewatering exemption for small scale engineering works does apply when abstracting <100m<sup>3</sup>/d for up to 6 months but only if this dewatering is from a sump or excavation. If this dewatering is within 250 metres of a spring, well or borehole that is used to supply water for any lawful use then the exemption volume is reduced to 50 m<sup>3</sup>/d.

- 8) Paragraph 201 details the dewatering required for the tunnel construction and states that additional details are in Appendix 7.8, however this appendix is not available. It is unclear from the description as to whether the calculated inflows are going to be removed / dewatered and therefore potentially require an abstraction licence. The additional details referred to should be provided. The applicant will need to be aware that if volumes are found to be above the threshold, then an abstraction licence will be required.
- 9) Please be aware that there may be a delay of 6-8 months between applying for and receiving a licence and therefore a precautionary approach is recommended in case volumes are found to exceed those anticipated.

- 10) **PLEASE NOTE** the following from the LCC PROW team:

#### Ground level/drainage

Any changes in ground level or installation of drainage should ensure that surface water is not channelled towards or onto a public right of way either within the proposed development site or in close proximity – this is to ensure public rights of way are not exposed to potential flooding or future maintenance issues.

#### Landscaping

If the applicant intends landscaping they need to ensure that any trees or bushes are at least 3 metres away from a public right of way to prevent any health and safety issues and potential maintenance issues e.g. Overhanging branches or roots coming through the surface of the footpath concerned either within the proposed development or in close proximity.

#### Temporary closure

If works relating to the proposed application are likely to cause a health and safety risk to users of a public right of way a temporary closure order must be made and in effect prior to commencing those works. Applications should be made 4 weeks before commencement to avoid delay to the works.

#### Diversion

If a diversion is needed or intended the applicant needs to ensure that the diversion is in place prior to any work commencing on a public right of way. Any disturbance of the existing route, without the appropriate confirmed Diversion Order would be liable to enforcement action taken against the applicant.

#### Obstruction

A public right of way should not be used to store materials, vehicles or machinery and if found to do so would be deemed an obstruction and the applicant would be subject to enforcement proceedings to remove.

- 11) For the avoidance of doubt, this response does not grant the applicant permission to connect to the ordinary watercourse(s) and, once planning permission has been obtained, it does not mean that land drainage consent will be given. The applicant must obtain Land Drainage Consent from Lancashire County Council before starting

any works on site. Information on the application process and relevant forms can be found at [www.lancashire.gov.uk/flooding](http://www.lancashire.gov.uk/flooding).

## **SOIL MANAGEMENT PLAN**

12) The Soil Management Plan should include:

- a. Proposals for handling different types of topsoil and subsoil and the storage of soils and their management whilst in store (including organic soils where identified)
- b. The method of assessing whether soils are in a suitably dry condition to be handled (ie dry and friable) and the avoidance of soil handling, trafficking and cultivation during the wetter winter period
- c. A description of the proposed depths and soil types of the restored soil profiles; normally to an overall depth of 1.2m over an evenly graded overburden layer, with the overarching aim for BMV agricultural land to be returned to its original quality and all soils to be suitable for the planning end use
- d. The effects on land drainage, agricultural access and water supplies, including other agricultural land in the vicinity
- e. The impacts of the development on farm structure and viability, and on other established rural land use and interests, both during the site working period and following its reclamation
- f. A detailed Restoration Plan illustrating the restored landform and the proposed after uses, together with details of surface features, water bodies and the availability of outfalls to accommodate future drainage requirements.

## **HIGHWAYS**

13) **PLEASE NOTE:** A completed and executed s278 agreement with Lancashire County Council will be required. The agreement will:

- Include the highway improvements identified within this consent!
- Include all matters within the adopted highway (including structures above, below or adjacent).
- Make provision for any highway deterioration as identified and reported.
- Define types of remediation work as “minor” and also as “more extensive”.
  - Provide for the carrying out of minor works within 5 working days from identification and within an agreed timeframe for more extensive works.

14) **PLEASE NOTE:** The required Construction Method Statement shall supplement the Construction Traffic Management Plan and provide for:

- i) the parking of vehicles of site operatives and visitors (within the curtilage of the site) and that no workforce vehicle is parked beyond the curtilage of the site;
- ii) location and manoeuvring requirements for loading and unloading of plant and materials;
- iii) storage of plant and materials (site construction and operation);
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) locations and type of internal lighting with understanding of its illumination envelope;
- vi) location and type of wheel washing facilities. Wheel cleaning facilities shall remain available for use and maintained in full working order at all times during the project and shall be used by all vehicles leaving the site (excluding those vehicles only using the clean areas of the compound);
- vii) all roads to be kept clean and swept on a regular basis for the full duration of the project;

- viii) a management plan/scheme to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- ix) a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
- x) a management plan to identify potential ground and water contaminants; details for their storage and how water courses will be protected against spillage incidents and pollution during the course of construction; and
- xi) a scheme to control noise during the construction and operation phase.

#### BACKGROUND PAPERS

[https://webportal.ribblevalley.gov.uk/site/scripts/planx\\_details.php?appNumber=3%2F2021%2F0661](https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2021%2F0661)

[https://webportal.ribblevalley.gov.uk/site/scripts/planx\\_details.php?appNumber=3%2F2021%2F0660](https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2021%2F0660)