

Minutes of Planning and Development

Meeting Date: Thursday, 16 March 2023, starting at 6.55 pm
Present: Councillor A Brown (Chair)

Councillors:

T Austin	L Edge
I Brown	M French
S Brunskill	J Rogerson
B Buller	R Sherras
J Clark	

In attendance: Director of Economic Development and Planning, Head of Development management and Building Control and Head of Legal and Democratic Services

Also in attendance: Councillors

793 APOLOGIES FOR ABSENCE

The Committee Chair advised that the meeting was being recorded.

Apologies for absence for the meeting were received from Councillor K Fletcher, S Horkin and S O'Rourke

794 TO APPROVE THE MINUTES OF THE PREVIOUS MEETING

There were no minutes requiring approval

795 DECLARATIONS OF DISCLOSABLE PECUNIARY, OTHER REGISTRABLE AND NON REGISTRABLE INTERESTS

There were no declarations of disclosable pecuniary, other registrable or non-registrable interests.

796 PUBLIC PARTICIPATION

The Committee Chair noted that there had been considerable interest in the applications 3/2021/0660 and 3/2021/0661. A motion was carried to suspend Standing Orders to allow additional people to speak on the applications at the Committee.

The following people spoke on agenda item 5(i) – Applications 3/2021/0660 and 3/2021/0661 – HARP:

1. James Cullen representing United Utilities
2. Lorraine Halley representing Grindleton Parish Council
3. David Spencer representing Newton Parish Council
4. Councillor S Atkinson
5. Councillor R Elms

6. Councillor G Mirfin

7. Councillor G Scott

797 PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT
1990

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

RESOLVED THIS COMMITTEE:

V

E The Members were informed that if they are minded to approve the application, it will have to
D be referred to the Secretary of State. The Secretary of State will then determine whether he
: wants to call in the application for determination or whether this can be determined at the
local level.

If the Secretary of State determines that this application can be determined at the local level the application will be **APPROVED** following the satisfactory completion of a Legal Agreement, which will be within 6 months from the date of the Secretary of State confirming the application will not be called in (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 conditions within the Committee report including the conditions amended below and additional conditions below.

RESOLVED THAT COMMITTEE:

Approve the application 3/2021/0661 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
 - 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 -	80061155-01-JAC-TR4-97-DR-C-00002 Rev P02

Sheet 1 of 2)	
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 Sheet 1 of 2)	80061155-01-JAC-TR4-97- DR-C-00004 Rev P03
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	RVBC-MH-APP-004-05_02

DRAWING SHEET 2 OF 2	
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 -	80061155-01-UU-TR4-XX-

Proposed Pipeline Connection Layout	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
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	80061155-01-UU-TR4-XX-DR-C-00038 P01.1

AND GATE DETAIL		
PROPOSED CROSSING GENERAL ARRANGEMENT AND ELEVATIONS	RIBBLE BRIDGE AND	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 PROPOSALS LOCATIONS) SHEET 1 of 12	WORKS (SHEET	RVBC-MH-APP-004-12_01 Rev 1
Highways Proposals (Sheet 2 of 12)	Works	RVBC-MH-APP-004-12_02 Rev 1
Highways Proposals (Sheet 3 of 12)	Works	RVBC-MH-APP-004-12_03 Rev 1
Highways Proposals (Sheet 4 of 12)	Works	RVBC-MH-APP-004-12_04 Rev 1
Highways Proposals (Sheet 5 of 12)	Works	RVBC-MH-APP-004-12_05 Rev 1
Highways Proposals (Sheet 6 of 12)	Works	RVBC-MH-APP-004-12_06 Rev 1
HIGHWAYS PROPOSALS - TYPICAL PASSING PLACE CROSS SECTIONS - SHEET 11 of 12	WORKS	RVBC-MH-APP-004-12_07 (Rev 1)
HIGHWAYS	WORKS	RVBC-MH-APP-004-12_08

PROPOSALS - TYPICAL ROAD WIDENING CROSS SECTIONS - SHEET 12 of 12	(Rev 1)
Highways Works Proposals (Ribble Crossing Sheet 1 of 2)	80061155-01-JAC-TR4-97-DR-C-00006 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	RVBC-MH-FIG-020-	Rev 0	Yes - Rev 1, see SEI

	Masterplan (Page 4 of 4)	001_pg4		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 & Arboriculture	RVBC-MH- RC-ES-006	Rev 0	No
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

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). 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/>

5. 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

6. 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

7. 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

8. 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

9. 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

10. 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

11. 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

12. 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

13. 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

14. 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

15. 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.

16. 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

17. 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

18. 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

19. 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.

20. 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

21. 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

22. 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.

23. 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

24. 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.

25. 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

26. 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 Eels 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

27. 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

28. 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

29. 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.

30. 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

31. 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

32. 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.

33. 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.

34. 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.

35. 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.

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 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.

37. 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 (+/- 1) 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.

38. 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.

39. 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.

40. 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.

41. 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 (+/- 1) in each direction in any one working hour (total 12 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.

42. 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 (+/- 1) 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.

43. 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 and numbers of all vehicles and speeds of HGV's) 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.

44. 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 and the time, date and direction of movement, for all vehicles, and include the speed for HGV's.

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.

45. 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.

46. 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.

47. 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.

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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 at suitable frequencies (to be agreed), for highway structures in close proximity to buildings, and 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.

48. 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.

49. 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

50. 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.

51. 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.

52. Prior to commencement of each Phase of the development hereby approved a vibration monitoring scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- The parameters to determine locations of monitoring (including distance between carriageway and building, structure or other receptor). This approach shall be kept under review during the construction period to accommodate any changes in circumstance.

- Plan and list of monitoring locations
- A programme of continuous monitoring with detail of the data to be collected including timeframes for submitting the monitoring reports to the Local Planning Authority
- Method to link development related HGV's passing each monitoring station and that data collected including time, date, speed and direction.
- Strategy for dealing with development related exceedances (drivers/contractors/sub contractors) or consequences of exceedances (damage)
- Benchmarking with existing similar vehicle (unladen) driving appropriately to each location

Thereafter the scheme shall be implemented in accordance with the approved details for the full duration of the works. The monitoring reports and full results shall be submitted to the Local Planning Authority at a frequency as agreed including details and timescale for implementation of any necessary identified works required to rectify damage caused.

Reason: To ensure that travelling HGV's do not result in vibration that impacts on adjacent buildings, structures, other receptors or the amenity of local residents.

53. Prior to the commencement of each Phase of the development hereby approved details of the applicants associated Employment and Skills Plan, outlining their proposals to support local jobs and skills growth, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed measures.

Reason - To ensure that this development supports the growth of local employment opportunities and skills

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

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/wa

ste[1]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-thewaste-framework-directive)
<https://www.gov.uk/government/publications/environmental-permitting-guidance-thewaste-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 (Monday to Friday, 8am to 6pm) or by emailing 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 $>20\text{m}^3/\text{d}$ of water is abstracted. The dewatering exemption for small scale engineering works does apply when abstracting $<100\text{m}^3/\text{d}$ 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 $50\text{m}^3/\text{d}$.
- 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.

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.

The Members were informed that if they are minded to approve the application, it will have to be referred to the Secretary of State. The Secretary of State will then determine whether he wants to call in the application for determination or whether this can be determined at the local level.

If the Secretary of State determines that this application can be determined at the local level the application will be **APPROVED** following the satisfactory completion of a Legal Agreement, which will be within 6 months from the date of the Secretary of State confirming the application will not be called in (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 conditions within the Committee report including the conditions amended below and additional conditions below.

RESOLVED THAT COMMITTEE:

Approve the application 3/2021/0660 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
 - 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:

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
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	80061155-01-JAC-TR3-97-DR-C-00011

Permanent - Newton In Bowland Compound - Sheet 2 of 2)	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
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 – Compound Junction Access Details (Newton In Bowland Compound N&S)	RVBC-BO-APP-004-11_01 D0
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	RVBC-BO-APP-004-12_12 Rev 1

PROPOSALS - TYPICAL ROAD WIDENING CROSS SECTIONS - SHEET 9 of 9	
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 - Possible additional highways measures	80061155-01-UU-TR4-XX-DR-C-00041 West Clough Bridge 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	B27070CQ-JAC-XX-DR-C-TR4_WV-1111

PROPOSED VILLAGE SQUARE AND GATEWAY SCHEME	
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	LCC_RVBC-BO-FIG-020-001_pg1	Rev 0	Yes – See SEI

	Masterplan (Page 1 of 4)			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: Construction Code of Practice	LCC_RVBC-BO-TA-003-002	Rev 0	No
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
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Reason: For the avoidance of doubt and to clarify which plans are relevant to the consent.

5. 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). 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:

3. 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.
4. 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:

- c) site compound structures including offices, welfare cabins, hoardings and fences for each compound;
- d) 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 Eels 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.
- c) 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 (+/- 1) 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 (+/- 1) in each direction in any one working hour (total 12 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.

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 (+/- 1) 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 and numbers of all vehicles and speeds of HGV's) 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 and the time, date and direction of movement, for all vehicles, and include the speed for HGV's.

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 at suitable frequencies (to be agreed), for highway structures in close proximity to buildings, and 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.

59. Prior to commencement of each Phase of the development hereby approved a vibration monitoring scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- The parameters to determine locations of monitoring (including distance between carriageway and building, structure or other receptor). This approach shall be kept under review during the construction period to accommodate any changes in circumstance.
- Plan and list of monitoring locations
- A programme of continuous monitoring with detail of the data to be collected including timeframes for submitting the monitoring reports to the Local Planning Authority
- Method to link development related HGV's passing each monitoring station and that data collected including time, date, speed and direction.
- Strategy for dealing with development related exceedances (drivers/contractors/sub contractors) or consequences of exceedances (damage)
- Benchmarking with existing similar vehicle (unladen) driving appropriately to each location

Thereafter the scheme shall be implemented in accordance with the approved details for the full duration of the works. The monitoring reports and full results shall be submitted to the Local Planning Authority at a frequency as agreed including details and timescale for implementation of any necessary identified works required to rectify damage caused.

Reason: To ensure that travelling HGV's do not result in vibration that impacts on adjacent buildings, structures, other receptors or the amenity of local residents.

60. Prior to the commencement of each Phase of the development hereby approved details of the applicants associated Employment and Skills Plan, outlining their proposals to support local jobs and skills growth, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed measures.

Reason - To ensure that this development supports the growth of local employment opportunities and skills

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
- 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/file/waste\[1\]duty-care-code-practice-2016.pdf](https://www.gov.uk/uploads/system/uploads/attachment_data/file/waste[1]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-activities-environmental-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.

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 >20m³/d of water is abstracted. The dewatering exemption for small scale engineering works does apply when abstracting <100m³/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 m³/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.

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.

798 APPEALS (IF ANY)

There were no appeals

799 MINUTES OF WORKING GROUPS

There were no minutes of working groups

800 REPORTS FROM REPRESENTATIVES ON OUTSIDE BODIES

There were no reports from representatives on outside bodies.

801 EXCLUSION OF PRESS AND PUBLIC

There were no items under this heading

The meeting closed at 7.55 pm

If you have any queries on these minutes please contact the committee clerk, Jenny Martin 01200 413214 olwen.heap@ribblevalley.gov.uk.