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and Planning  
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Your ref 20/0275  
Our ref 20/0275/DRW 1  
Date 12<sup>th</sup> June 2020

(FAO John Macholc)

Dear Sir

**PLANNING APPLICATION NO. 2020/0275**

**LOCATION: UNITED UTILITIES HODDER WORKS, CATLOW ROAD, SLAIDBURN, CLITHERORE, BB7 3AQ**

**PROPOSAL: IMPROVED TREATMENT INCLUDING CONSTRUCTION OF RAPID GRAVITY FILTERS AND ASSOCIATED BUILDING, SECURITY FENCING TOGETHER WITH RE-PROFILING OF AGRICULTURAL LAND USING SURPLUS SOIL.**

I refer to the above application and would like to thank you for the opportunity to provide comment on the proposal. This letter provides Lancashire County Council (LCC) Highways Development Support Teams statutory comments following review of the submitted documentation, including the latest Traffic Management Plan (TMP).

Note: for the avoidance of doubt the Traffic Management Plan (TMP) as I refer to it throughout these statutory comments refers to the Mott MacDonald Bentley (MMB) Traffic Management Report and Site Layout Plan (Appendix 1)

**Summary**

**With consideration for all the information now provided, I consider that the impact of the proposals could be made acceptable, however, this is subject to a number of matters being suitably addressed and secured by condition.**

**I would offer no objection to the proposal on the basis that, should the local planning authority be minded to approve the proposal, the Traffic Management Plan is updated to incorporate restrictions (by route) to limit heavy goods vehicle movements in line with the suggested conditions set out within these statutory comments. These conditions should ensure the necessary controls are in place and that measures will be delivered to limit traffic impacts.**

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**Phil Durnell**

Director, Highways and Transport  
Lancashire County Council

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## Comments on the Submitted Transport Statement

These comments consider all the latest updated highway information provided by the developer's Transport Consultant (MMB) including the latest updated Traffic Management Plan passed to LCC Highways by email on 29<sup>th</sup> May 2020. This update followed a teleconference meeting on 19<sup>th</sup> May 2020 to discuss feedback provided by LCC Highways to MMB by email on 23<sup>rd</sup> April 2020.

I would note that the revision number and appropriate date for this latest TMP update have not been updated in the document passed to LCC Highways.

## Background

LCC Highways have engaged with United Utilities and MMB for some months in pre application discussion in regard to the Hodder WTW proposals and as such there has been a number of meetings, telephone conversations and correspondence where LCC have expressed concern in regard to all routes and their suitability to accommodate any significant uplift in heavy goods vehicle (HGV) numbers. There are clearly specific issues with increased numbers of HGV's through Newton and Slaidburn but the routes to the north and east also present numerous issues. The northern and eastern routes also impact on the network of an adjoining local highway authority (LHA) area and therefore the neighbouring LHA should be fully consulted.

## Latest Traffic Management Plan

Following the teleconference meeting on 19<sup>th</sup> May MMB provided a further amended TMP. The latest TMP has included a number of further changes, including:

- Confirmation that the proposal is for the 'Concrete Delivery Route' to be from the north (Bentham). Deliveries will therefore pass through Bentham. **Error! Reference source not found.** of the TMP shows the route from Bentham;

*(Note: I'm am somewhat surprised that Clitheroe cement works isn't an attractive option as supplier but realise this is a contractual matter for the applicant and outside our remit. The route from Clitheroe could have lesser issues, if appropriately managed.)*

The use of roads within Bentham is not a matter for Lancashire County Council but for the local highway authority within North Yorkshire and I have advised the applicant that they should consult the appropriate local highway authority for their views.

In regard to Concrete delivery the TMP states in section 2.3.1:

'We anticipate that concrete deliveries will take 1 day to complete and will be conducted outside of peak hours.'

I have asked the applicants Transport consultant for further details of how this assumption has been reached (this has not be provided at the time of writing these comments). I would like to see this broken down and set out in more detail, given first impressions are that this appears a surprisingly limited duration/impact given the works proposed and programmed duration etc. (i.e. provision of overall expected HGV movements in peak hour and over a day for the concrete deliveries, this matter needs to appropriately conditioned fixing these numbers.)

As indicated in the TMP the concrete supplier is expected to be 'Bentham's the North (Bentham). Deliveries will therefore pass through Bentham. The planning authority/local highway authority for this area should be consulted.

The TMP states that it is envisaged that the aggregates will be sourced from a local quarry to minimise delivery mileage, and CO2 generated from transportation, of which the closest is Waddington Fell Quarry. However as with many elements of the TMP there is limited detail that allows a clear understanding of the impacts. In regard to other materials, the TMP states, *'Many other materials will be required as part of the construction, the sources of which are still to be confirmed. Due to the site's location it is envisaged that these materials could come from the **North, South and East.**'*

### **Construction Works and Approaches Presented within the TMP to Mitigate Impacts**

There has been a number of iterations of the TMP and LCC Highways I have been consistent in the concerns raised we have raised and the feedback provided in regard to the options to manage and somewhat mitigate the impacts. The TMP includes consideration for a number of approaches to the works which aim to limit heavy vehicle numbers.

#### Landscaping Bund / Re-profiling – subject to planning approval

Rather than remove spoil generated from the works on site (circa 3,500m<sup>3</sup>) which would create additional HGV traffic movements, the applicant proposes to create a landscaping bund located within an adjacent field (subject to required permissions).

However, if Planning Permission for the re-landscaping is not obtained, then the spoil will require moving off site. The TMP estimates this would generate in the region of another **400 HGV movements**. Clearly this element of the proposal is critical to the works and in agreeing a TMP and level of impact that can be managed.

#### 'Pre-cast' verses 'In-situ construction'

The applicant has carried out an assessment to analyse the traffic impact of constructing the RGF with in-situ compared to a pre-cast construction. Based on this assessment the applicant proposes an in-situ construction.

#### On-site batching of Concrete

During the design phase the option of on-site batching of concrete was explored. The process was discounted by the applicant for the reasons set out in section 2.7 of the TMP. While a number of factors were considered by the applicant in concluding that on-site batching was not their preferred approach, there is no clear information in the latest TMP to demonstrate what the reduction in vehicles would be.

The latest TMP passed to LCC Highways on 1<sup>st</sup> June 2020 has added some further information and proposals aimed at mitigating the traffic impact of the proposed works, these include:

Section 4.2, Consideration for Days/hours of operation and speed of traffic  
Following review I consider further measures and controls are necessary.

Section 4.3, Wheel Cleaning Measures  
Again, following review of the proposals, I consider further measures and controls are necessary

Section 4.4, Vehicle Call-up Procedure

Again, following review of the proposals, I consider further measures and controls are necessary

#### Section 4.5, Provision of Signage on Designated Route

This is acceptable subject to agreement of details.

#### Section 4.6, Access through Slaidburn

This section states, *'The access through Slaidburn and on to The Skaithe is narrow with limited passing places. This route will be managed, at periods of heavy sustained delivery traffic, i.e. during large concrete pours, by positioning marshalls at agreed control points between Slaidburn and the site.'*

*Communicating via walkie talkies the marshalls will hold vehicles on site (Catlow Road) or direct vehicles to safe passing places to ensure that HGVs are routed to site as safely and effectively as possible and with minimum disruption to local road users.*

**This does not provide a satisfactory approach.** The proposal is lacking in any detail in regard to the site numbers that this would be triggered by and that it could accommodate on these narrow lanes and does not identify the safe passing places that the vehicles will be directed to. While the use of marshalls at peak times could help with traffic management (as presented this is limited), I consider this matter requires greater control.

In addition the latest TMP includes a section on Consultation.

Section 5.1 Describes proposals for the applicant to establish a formal process of liaison between all relevant parties and to establish a channel of communication between the Contractor, Regulating Authorities and the Community. This is a positive proposal.

While many of the above proposals are welcomed they **do not directly address the key issues and the concerns of the highway authority or local communities** as there remains no real understanding of the level of impact that could result if this proposal is approved or how traffic on the very narrow and twisting lanes of the access routes can be suitably managed and controlled.

### **TMP - Forecast Traffic Movements**

The generation of vehicles onto the local road network as a result of the construction works has been analysed by the applicant and the estimated numbers in terms of daily car / van and HGV generation on a month-by-month basis, is shown in Figures 5 to 8 of the TMP.

It must be noted the TMP is presented in a format that, not untypically, show daily vehicle numbers averaged out over each month. However, in practice this approach does not identify day to day variation and individual peaks within each day for site traffic generation peaks. This approach therefore can be expected to underestimate peak hourly site traffic for example, work shift changes or during extended periods that are likely to result during concrete pours or delivery of other key materials etc. If these peaks are not identified and limits established and controlled then the end result will be site movements (arrivals and departures in peak hours) that will create significant increased conflict and impact to local communities and road users of all modes. This matter is considered further in the section below titled '*Suggested Way Forward*'.

- Figures 5 to 8 show the works duration set out between February 2020 and October 2022; this is already out of date and should be updated when the TPM is updated.
- Figure 5 of the TMP shows average car and van return journeys per day  
The peak is shown to be 40 return journeys per day  
To be clear this would mean an additional 40 vehicles arriving at site and 40 leaving site per day
- Figure 6 of the TMP shows Average HGV return journeys per day (assuming soils remain on site)  
The peak is shown to be 8 return journeys per day  
To be clear this would mean an additional 8 HGV's arriving at site and 8 HGV's leaving site per day
- Figure 7 of the TMP shows Average HGV return journeys per day (assuming soils exported from site)  
The peak is shown to be 13 return journeys per day
- Figure 8 of the TMP shows Average HGV return journeys per day (assuming soils remain on site & soils stabilisation on Haul Road and Compound)  
The peak is shown to be 8 return journeys per day

### **The Construction Traffic Routes Proposed in the TMP**

There are three proposed routes set out in the TMP for Construction site traffic. These are described as:

- (1) Route from the North
- (2) Route from the South, and
- (3) Route from the East

The Route Plans are shown in figures 3, 4, and 5 of the TMP and are limited in detail.

On the principle corridors the routes are readily identifiable on the plans, however, at a number of locations the routes could be open to interpretation, for example, on the northern route the proposed route is south of Hornby via Wray, Main Street, onto Millhouses Road, **then uses a route to the south of Low Bentham and High Bentham to join C519 Slaidburn Road** (to then follow Lythe Fell Road, Quiet Lane, to Catlow Road). The section highlighted in bold could provide a number of routes over narrow lanes which I consider all are unsatisfactory.

**I cannot support the routes 1 and 3 above as proposed.** However, in seeking to meet our obligations to work with applicant to support, where possible sustainable development, I set out an approach that would be acceptable to LCC Highways under the heading 'Suggested Way Forward' below.

### **Assessment and Management of Highway Impact**

I consider the updated TMP as presented (as passed to LCC 29<sup>th</sup> May 2020) still does not clearly set out the impact that can be expected through local communities on the local network as the exact routing impacts remain unknown. The TMP states 'At this stage we are unable to estimate the numbers of vehicle movements along each route, as the suppliers have not yet

been chosen.' Without this level of information which LCC Highways have repeatedly requested from MMB it is not possible to make an informed decision where it can be stated that the true potential impacts of these proposals on any one part of the network are fully understood. If applicant does not know what the impacts of the proposal are, how do they expect others to make a decision or be able to justify any recommendation within a statutory consultation response to the LPA.

As I have previously stated to MMB, agreement will be needed on the acceptable number of movements and how their arrival and departure will be controlled, with no waiting on the public highway at any location, at any time, on the various potential access routes. This will require a greater understanding of all site vehicle numbers (including breakdown for heavy good vehicles) on specific routes. The TMP seeks to leave a number of routing options open, these being routes to/from:

North - Bentham, following Lythe Fell Road (Quiet Lane) to Catlow Road

South - via Slaidburn and Newton; and

East - via Slaidburn, Bolton with Bowland, Sawley, A59 Gisburn and Skipton

As I have stated, **I have concerns in regard to all routes and their suitability to accommodate any significant uplift in heavy goods vehicle numbers.** The TMP as presented does not provide information on numerous matters raised and requested by LCC that would allow a more informed decision to be made, these include:

- There is no details provided within the TMP Report to indicate existing typical traffic movements on Catlow Road and the Skaithe and the private access road leading to the proposed construction site. In addition, there is no details provided with regard to existing use of the private road resulting from current UU traffic, fishery traffic and other land uses served by this private road.
- There is no information in relation to existing sustainable transport movements, pedestrian, cycle and equestrian on the local road network.
- The works programme  
The works programme in the TMP is already out of date  
There is no assessment of the impact on the programme of inclement weather that could be expected to result in limited access on the construction routes proposed at times. A sustained period of adverse weather conditions could significantly impact site works and programme  
*(Note; the construction works site access routes (to the north and south – Catlow Road and the Skaithe are not part of LCC priority gritting routes. The applicant will need to address how these routes can be maintained and kept safe in these conditions. There is limited comment in regard to an action plan within the TMP to address such issues and to ensure impacts will be managed and controlled).*

The TMP does not address the very probable scenario (that could be expected to be a very regular occurrence if not managed) of large construction site vehicles meeting opposing vehicles (either other WTW site vehicles travelling in opposite direction or other road users (including agricultural vehicles)). While the TMP sets out a number of measures that could reduce this likely scenario it does **not** demonstrate that it has been actively mitigated or that there are satisfactory controls and monitoring to ensure that the maximum level of impact that can be expected is understood and can be controlled, by condition and enforcement if necessary.

Great reliance appears to be being placed on the proposed community liaison, which while welcomed does not in itself provide the solutions that need to be understood now so that the LPA, LHA and local communities understand the maximum impact that can be expected and agreed. The approach relies on the applicant identifying solutions retrospectively. If the solutions are out there to ensure the impacts can be mitigated and suitably managed then the principles of these need to be identified and set out within the TMP.

I consider usable passing places need to be identified and agreed with the LPA and LHA on routes north and south (Bentham and Slaidburn) to the private access road to the Hodder WTW construction site. Plans of these passing place locations should be provided in an updated TMP (this to be controlled by a suitably worded condition).

It is accepted that the number of effective passing places is likely to be limited but as part of the overall approach proposed under the heading below 'Suggested Way forward' I consider this to be reasonable approach to manage conflict and maintain safe movement.

### **Suggested Way Forward (this must be followed to be in line with our recommendation)**

The County Council is committed to improving safety and reducing congestion and delay while supporting economic growth throughout Lancashire, including supporting the creation of jobs and access to employment, education and recreation. These works are clearly important and necessary.

I consider the above broad assessment and proposals within the applicants TMP highlight the need for further mitigation measures and gives a strong rationale to support the use of appropriate conditions to ensure that safe and suitable access can be maintained and controlled on all approach roads to the site, at all times.

#### Mitigation Measures to Control HGV Movements and Planning Conditions

I would expect highway safety to be given the same level of consideration as site/compound safety. As such, I consider the TMP needs to go further such that it sets out a clear understanding between, agreed maximum HGV numbers, a detailed log of vehicle arrivals/departures, the proposed formal process of liaison and the agreed measures and the trigger points to ensure movements can be suitably managed by the site contractor and ultimately controlled by the planning authority through condition and enforcement if necessary.

I therefore set out below controls I consider necessary in order to allow LCC highways to support the proposals. These include:

- A) The routes I consider should be used and controlled by condition
- B) Site operation (time limits) to control HGV movements on narrow lanes and through local communities
- C) Permitted Peak Hourly and Peak Daily HGV numbers (to be controlled by condition)
- D) Required updates to the TMP to include and further mitigation proposals prior to the start of the construction works to be approved as part of this planning application

A) The Routes I consider should be used and controlled by condition

The three routes I consider should be used by construction site traffic are set out and described below. The updated TMP should include a plan that clearly identifies each route. These routes should be controlled by a suitably worded planning condition.

**Route from the North**

M6, A683 Lancaster Road / Hornby Road, then B6480 Wennington Road, then onto to Low Bentham and High Bentham, then Slaidburn Road / Quiet Lane to Catlaw Road and the Hodder WTW private access.

**Route from the South (southwest)**

M6 to A59 into Clitheroe, then via Pendle Rd/Clitheroe Rd roundabout, then via Waterloo Road to the B6478 Waddington Road then via Waddington, Newton and Slaidburn.

**Route from the East (south east)**

A59 into Clitheroe, then via Pendle Rd/Clitheroe Rd roundabout, then via Waterloo Road to the B6478 Waddington Road then via Waddington, Newton and Slaidburn.A59,

No other routes are to be permitted or used by site traffic with the exception of the need for and Abnormal/High load routing to be agreed as required in advance (with consideration for low bridge on the southern Route, height restriction 3.5m, 11'6").

B) Site Operation (time limits) to control HGV movements on narrow lanes and through local communities

The TMP set out in Section 4.2 the suggested times when general construction work will be undertaken on site. The TMP then states, *'The movement of HGV will be restricted to between the hours of 7.30am and 6.00pm to minimise the environmental/social impact. Where possible HGV deliveries will be scheduled to occur outside of 8.30-9.30am and 3.00-4.00pm during school term time to avoid coinciding with the start/finish of local schools in the area.'*

I consider the site operation times and movement of HGV traffic should be restricted and controlled by a suitably worded condition. I consider all HGV movements to from the site should be restricted for a duration of the day during the school term time. No construction site HGV traffic movements should be permitted on the routes south of Bentham and north of A59 between 8:15 - 9:15am and 3:00 - 4:00pm. (Note: consideration should also be given to other school requirements within the updated TMP).

C) Permitted Peak Hourly and Peak Daily HGV numbers

As previously stated the TMP is presented in a format that not untypically shows daily vehicle numbers averaged out over each month. This does not allow true potential impacts to be understood. If these peaks are not identified and limits established and controlled then the end result will be site movements (arrivals and departures in peak hours that will create significant increased conflict and impact to local communities and road users of all modes.

Based on the information available in the latest TMP, I consider the following restrictions should apply:

**Permitted Peak Hourly HGV Movements**

A maximum of 2 HGV's in and 2 out on the northern route in any one hour

A maximum of 2 HGV's in and 2 out on the two southern routes in any one hour (i.e. a maximum of 4 HGV in and 4 out across all three accepted routes in any one hour)

### **Permitted Peak Daily HGV Movements**

A maximum of 10 HGV's in and 10 out on the northern route in any one day.  
A maximum of 10 HGV's in and 10 out over the two southern routes in any one day.

Note: The TMP set out an average maximum 8 HGV's per day (assuming soils remain on site)

It is clear that these cannot be considered unreasonable when consideration is given to the peaks set out in the latest TMP. The restrictions still allow a reasonable level of flexibility but will require close control of arrivals and departures by the site contractor.

The maximum permitted HGV vehicle movements set out above should be controlled by a suitably worded planning condition as part of any planning approval granted.

I would expect a detailed log of vehicle arrivals/departures (vehicle class – light, medium or heavy, No. plate, time of arrival/departure and arrival/departure route) to be recorded at site entry/exit in order to demonstrate compliance with agreed maximum hourly/daily movements. This record should be made available to the LPA and LHA on request.

It may be appropriate for all HGV site vehicles/deliveries etc. to be clearly identifiable, for example an identification symbol displayed on front windscreen and on the rear of the vehicle.

D) TMP update to include and further mitigation proposals prior to start off construction works to be approved as part of this planning application, to include:

- Identification of acceptable passing places on north and south approach routes to the Hodder WTW;
- Plans detailing the passing places identified on Slaidburn Road / Quiet Lane / Catlow Road and the Skaithe, clearly detailing what vehicles they can accommodate and what improvements are necessary to accommodate large vehicles passing;
- List of further mitigation measures and that could be employed 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);
- Estimation of workforce numbers, and potential to bus (minibus) workers in from a remote (park and ride location) thus limiting overall vehicle numbers and potential conflict on narrow lanes;
- Road condition surveys and monitoring and provision for repairs to put right damage to local highway network; and for the applicant to make good damage (direct/indirect)
- Identification of additional works to upgrade existing passing places (signs and some hazard / edge markers);
- Also in particular passing place improvement/signing measures will be needed from entry into Slaidburn and beyond to site to ensure that parking does not obstruct or add to the issues.
- Identify any local events that would require specific management or additional control of site traffic movements

## **Comments on the Site Layout**

The private road leading from Catlow Road (U3189) to the existing operational Reservoir and Water Treatment Works site serves a number of other land uses including providing access to Stocks Fly Fishery, Life for a Life Foundation, Hollins House and Catlow Farm.

With reference to MMB Plan, Drawing No. 80040117-01-MMB-HODDE-97-DR-I-00004, Revision P03 (dated 5th March 2020), I would make the following comments:

- The layout does not provide a clear first point of arrival, recording of arrivals, security etc.
- There is a need for a clear site arrivals office and a vehicle circulation of the site that supports the measures I consider necessary to comply with requirements to log and keep accurate records of arrival and departure details for HGVs. This is necessary if the use of conditions limiting hourly and daily HGV movements is to be supported. To be clear with consideration for the Traffic Management Report/Plan submitted there are no other acceptable proposals which can demonstrate the level of highway impact from this proposal and the impact on local communities and local amenity.
- LCC Highways are happy to work with the applicant and offer some suggestions where possible.
- In addition, with the layout as shown in the MMB Plan, I consider a further issue that could be expected if not suitably addressed is the waiting of vehicles on carriageway and thus blocking the road for other users that will need to have their access maintained at all times.
- There is also likely to be an issue with mud on the road related to the construction works, I consider wheel wash facilities should be provided and/or continuous road sweeping to maintain a safe access for all users.
- The plans shows a large site office and staff parking compound and also an additional parking/storage area to the eastern end of the works site.

There are no Public Rights of Way in the immediate vicinity of the construction works and compound. However, there are many PROW that connect to the Catlow Road/the Skaithe road on the construction site routes.

## **Summary and Recommendation**

The County Council is committed to reducing congestion and delay while supporting economic growth throughout Lancashire, including supporting private sector led economic growth, the creation of jobs and access to employment, education and training. Therefore, with consideration for all the latest submitted information, I consider that the impact of the proposals could be made acceptable, however, this is subject to a number of matters being suitably addressed (agreed) and secured by condition.

The developers Transport Consultant (MMB) has now provided further information, including an updated Traffic Management Plan (dated 29<sup>th</sup> May 2020) and a revised Site layout Plan (Drawing P201, Revision E) passed to LCC Highways by email on 12<sup>th</sup> May 2020.

I consider strong and clear conditions that aim to regulate and spread the number of HGV movements and their associated impact on the local communities are necessary. Conditions are required to set out and control permitted construction traffic routing as well as maximum hourly and daily movements to and from site, restricted hours of movement and the update of the TMP to reflect these comments and any approval granted and attached conditions.

In regard to the limits to HGV movement by route, the suggested conditions set realistic maximum hourly and daily movements based on the applicants own traffic forecasts within their submitted Traffic Management Plan (TMP).

Therefore, on the basis that the impact, in particular form HGV movements, will be limited and controlled by suitable conditions I would offer no objection to the proposed works.

I attach below a list of suggested conditions that I believe are necessary should the LPA be minded to grant approval.

*Suggested Conditions:*

- 1 Prior to commencement of works permitted by this approval, the Traffic Management Plan (TMP) is to be updated and agreed with the LPA in association with the LHA to include:
  - latest works programme, to allow coordination and understanding of cumulative impact of other programmed works in the area;
  - The construction site traffic routes to be controlled by condition, the TMP should include a plan that clearly identifies each route (see condition 4);
  - Restricted hours of HGV movements (see condition 5);
  - Maximum HGV movements on each route (see condition 6);
  - Identification of acceptable passing places on north and south approach routes to the Hodder WTW with plans detailing the passing places identified on Slaidburn Road / Quiet Lane / Catlow Road and the Skaithe, clearly detailing what improvements are necessary to accommodate large vehicles passing;
  - List of further mitigation measures and that could be employed 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;
  - Estimation of workforce numbers, and potential to bus (minibus) workers in from a remote (park and ride location) thus limiting overall vehicle numbers and potential conflict on narrow lanes;
  - Identification of additional works required to upgrade existing passing places (signs and some hazard / edge markers);
  - In particular passing place improvement/signing measures needed between Slaidburn and the site to ensure that parking does not obstruct or add to the issues.

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

- 2 No development shall take place until a Construction Method Statement has been submitted to, and approved in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall supplement the Traffic Management Plan and provide for:
  - i) the parking of vehicles of site operatives and visitors (within the curtilage of the site);
  - ii) loading and unloading of plant and materials;
  - iii) storage of plant and materials used in constructing the development;
  - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
  - v) wheel washing facilities;

- vi) a management plan to control the emission of dust and dirt during construction identifying suitable mitigation measures;
- vii) a scheme for recycling/disposing of waste resulting from construction work (there shall be no burning on site);
- viii) 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;
- ix) a scheme to control noise during the construction phase, and
- x) the routing of construction vehicles and deliveries to site, including proposed abnormal load routes and provision for their management i.e. escort vehicles, CCTV in key vehicles (incident management).

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

- 3 No development shall take place until Road Condition Surveys and Monitoring have been agreed on the permitted construction traffic access routes (as set out in condition 4) to the north (between Bentham and the site) and to the south (between Slaidburn and the site), including details setting out provision for repairs to put right damage to the local highway network and for the applicant to make good damage;

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

- 4 The routing of construction site traffic to/from the site will at all times, unless otherwise agreed in writing by the by the Local Planning Authority with consultation with the LHA, be restricted to the three routes set out below:

**Route to/from the North**

M6, A683 Lancaster Road / Hornby Road, then B6480 Wennington Road, then onto to Low Bentham and High Bentham, then Slaidburn Road / Quiet Lane to Caitlaw Road and the Hodder WTW private access.

**Route to/from the South (southwest)**

M6 to A59 into Clitheroe, then via Pendle Rd/Clitheroe Rd roundabout, then via Waterloo Road to the B6478 Waddington Road then via Waddington, Newton and Slaidburn.

**Route to/from the East (south east)**

A59 into Clitheroe, then via Pendle Rd/Clitheroe Rd roundabout, then via Waterloo Road to the B6478 Waddington Road then via Waddington, Newton and Slaidburn.A59,

No other routes are to be used by site traffic with the exception of specific abnormal/high load movements which are to be agreed in advance with the LHA.

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

- 5 No Heavy Goods Vehicle movements to or from the site will be permitted on the approved access routes (see condition 4) between the construction site and Bentham in the north and A59 in the south during the following time periods:

- No construction site HGV traffic movements on the routes south of Bentham and north of A59 between 8:15-9:15am and 3:00-4:00pm
- Consideration also to be given to other specific school requirements.

*Reason: To restrict Heavy Goods Vehicle movements during school arrival and finish times (school term time), to maintain the operation and safety of the local highway network during site preparation and construction.*

- 6 The maximum number of Heavy Goods Vehicle movements permitted to and from the construction works hereby approved in any time period will not exceed the permitted levels set out below unless agreed in writing with the Local Planning authority in consultation with the LHA Permitted Peak Hourly and Peak Daily HGV numbers

**Permitted Peak Hourly HGV Movements**

A maximum of 2 HGV's in and 2 out on the northern route in any one hour

A maximum of 2 HGV's in and 2 out on the two southern routes in any one hour (i.e. a maximum of 4 HGV in and 4 out across all three accepted routes in any one hour)

**Permitted Peak Daily HGV Movements**

A maximum of 10 HGV's in and 10 out on the northern route in any one day.

A maximum of 10 HGV's in and 10 out over the two southern routes in any one day

(i.e. a maximum of 20 HGV in and 20 out across all three accepted routes in any one day)

A detailed log of vehicle arrivals/departures (vehicle class – light, medium or heavy, No. plate, time of arrival/departure and arrival/departure route) to be recorded at site entry/exit in order to demonstrate compliance with agreed maximum hourly and daily HGV movements. This record should be made available to the LPA and LHA on request.

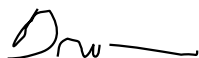
*Reason: To maintain the operation and safety of the local highway network during site preparation and construction.*

- 7 Access shall be maintained at all times during the construction works hereby approved, for all other land uses served via the private road leading from Catlow Road (U3189) to the existing operational Reservoir and Water Treatment Works (land uses include Stocks Fly Fishery, Life for a Life Foundation, Hollins House and Catlow Farm).

*Reason: To ensure access is maintained at all times for other land uses and to maintain the operation and safety of the local highway network.*

I hope the above is of assistance.

Yours Faithfully



David Watson  
Strategic Development  
Highways Development Support  
Lancashire County Council